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Railway Age

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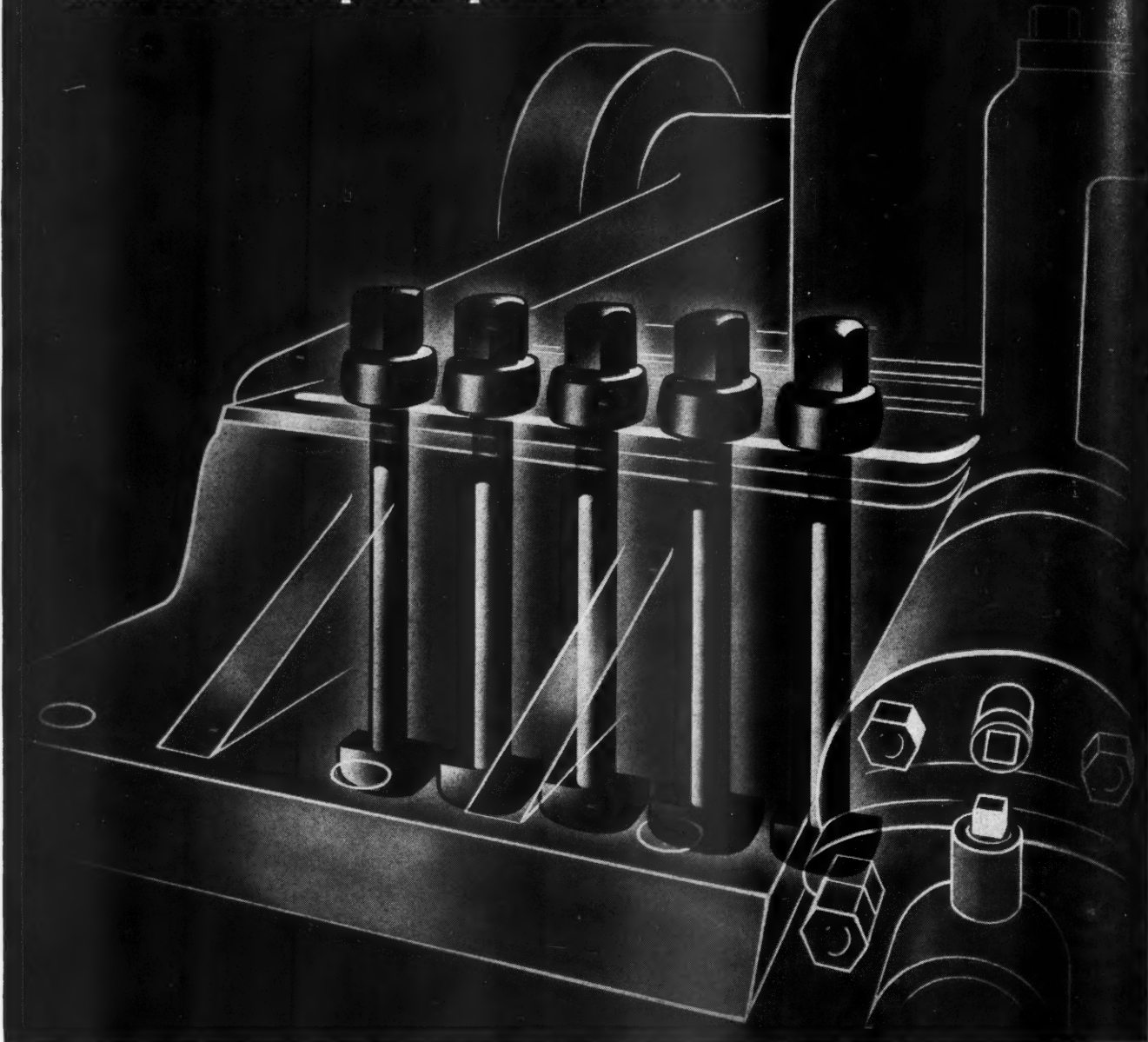
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In This Issue

Alco-G. E. 1,000-Hp. Diesel-Electric Road Switchers Page 291

An article giving details regarding the design of these locomotives which are made to operate at speeds up to 70 m.p.h. with a 69,000-lb. starting tractive force. Improved riding quality, the lengthening of the locomotive to accommodate a train heating boiler—when required, and special control equipment needed for multiple-unit operation, are some of the important differences between this equipment and previous designs.

Modern Entrance-Exit Interlocking Replaces Mechanical Plant on Indiana Harbor Belt 294

Plug-in quick-detachable relays, flame-proof wiring, new type sheet-metal instrument cases and special protection for cables, are some of the features of the modern interlocking plant described in this article.

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The Week at a Glance

TRAFFIC OUTLOOK: The railroads have been planning on 10 per cent more carloadings in 1942 than in 1941—and they averaged that much above 1941 in the first three weeks of the current year. It looks, therefore, very much as if loadings for the entire year may go considerably above the predicted 10 per cent increase. The leading editorial herein discusses this probability, and points out that the rubber shortage still further complicates the outlook—and makes it advisable to *concentrate the available tire supply on protecting short-haul, rather than long-haul traffic*. The railroads can handle the long-haul traffic efficiently, but they cannot do so with the short-haul—and, consequently, serviceable truck and bus equipment should be devoted, primarily, to those jobs which such vehicles can do more economically than the railroads.

HOW TO FILL THE COACHES: The average passenger car in October had only 16 customers in it—which is about half a load for a Pullman car and a quarter-load for a coach. The leading editorial herein suggests that, before prospective passengers are required to apply for a certificate of convenience and necessity before they are permitted to buy a ticket, it might be a good idea to pull off a lot of lightly-patronized trains and substitute buses for them—and use the cars thus released where there are enough customers to fill them. When equipment is scarce, spades ought not be used to do steam-shovel jobs and vice versa.

SPEEDY DIESEL SWITCHER: A Diesel-electric switch engine which will operate at speeds up to 70 m. p. h. is described and illustrated elsewhere in these pages. A 1,000-hp. unit, this locomotive is equipped to be hooked up for multiple-unit operation and has a train-heating boiler—thus making it available for almost any kind of hauling job that can come a locomotive's way.

QUIZ ON TRAIN RULES: The increase in traffic has brought a lot of learners into train service, and making the operating rules second nature with these boys is no light chore. An editorial herein surveys this problem, and reveals some effective methods which are being used to achieve quick and favorable results—one being an adaptation of the popular "quiz program" technique. This does the job, and doesn't make the participant feel that he is running with an overload.

"PLANNED" SOCIALISM: Probably nobody knows just how many among Washington's teeming thousands are occupied in concocting schemes for turning the U. S. A. into a "planned economy" (i. e., a nazified or socialized or bolshevized state—which are just different names for the same thing). One thing is certain, the number of these "planners" is legion—like the evil spirits which entered into the Gadarene swine. Few of them are bold

enough or candid enough to come out and state frankly just what their objective is. Instead, they even talk as if they intended to reserve some small segment of the economy for free private enterprise. But this, of course, is just window dressing—because obviously taxpaying enterprise cannot pay both for the war and all the highways, electrification, housing and other schemes these socializers have on the drawing boards, and still stay private business. Private business has to have profits or it cannot live, and the purpose (or, anyhow, the result) of these schemes must inevitably be (by taxes and federal competition) to make it impossible for private business to make a profit.

UNION FINANCES: The House naval affairs committee recently made public total assets of 117 labor organizations as aggregating 72 million dollars and showed the B. of L. F. & E. alone as reporting 26 million dollars in assets—or 36 per cent of the grand total. Your reporter believes that accurate statements should be made available of the detailed assets, liabilities, revenues, and disbursements of labor organizations (considering the public interest involved in their operations and the extraordinary privileges they enjoy under the law, as currently interpreted). However, it is not easily believable that the B. of L. F. & E. dwarfs the rest of the union movement to the extent that these figures indicate. Seemingly, as a report in the news pages herein suggests, the B. of L. F. & E. reported its insurance funds—and, probably, most of the other unions were less inclusive in the disclosures they made to the solons.

STILL NO TRACK STEEL: The War Production Board so far has not shown itself any more effective than its predecessor OPM did in getting rail and other track materials to the carriers. A short article in this issue summarizes the situation, indicating that January has been frittered away with no progress in getting to the carriers the materials they will need badly by the time the frost gets out of the ground. Allocations of steel plate for February have also been delayed. These government fellows will all tell you how they appreciate the necessity of keeping transportation equal to production of commodities—but getting them to put this sensible principle into effect is something else again.

DISPATCHERS WANT MORE \$: The Train Dispatchers' Association has been trying to interest the National Mediation Board in promoting negotiations on a nation-wide basis in the dispatchers' efforts to get shorter hours and more money. They want the 6-hour day and the 36-hour week for trick dispatchers and the 8-hour day and the 40-hour week for chiefs, assistant chiefs and night chiefs. They want minimum weekly pay of \$75 for trick men, \$85 for assistants and night chiefs and \$95 for chiefs.

WHAT IS "AVAILABLE"?: Some roads would call an engine 100 per cent "available" if it were assigned to work 12 hours out of 24, and was able to meet the assignment. Other roads would say that a locomotive which needs 6 hours a day in the hands of the mechanical department is "75 per cent available." A brief editorial herein suggests that such terms as "availability" and "utilization" need to be more closely defined, so that the figures and ratios given under these headings may be of greater practical significance to the men whose job it is to promote more intensive use of the supply of power.

MO. P. PASSENGER STATIONS: Practical and attractive station facilities to care for changed travel demands have been provided by the Missouri Pacific in recent months and are described and illustrated elsewhere in these pages. Wichita and Alexandria were two of the cities so favored—and patrons in four Missouri communities were other beneficiaries of the program.

600,000 SOLDIERS MOVED: One of the largest military movements on this continent was handled by the railroads between December 7 and January 19—600,000 soldiers and their equipment, shifted to the West Coast to protect that area and Hawaii, and to begin the reinforcement of the Southwest Pacific and other war areas. An article in this issue gives some details of this movement. For one thing, the offices of the Territorial Passenger Associations went into operation around the clock, and will so continue as long as the war lasts. Great co-operation among the carriers was required to make this movement possible—not only through connections, but to supply the sudden and heavy demands for specialized equipment.

TO SAVE IN COAL HAULING: A government coal man is reported in the news pages herein as saying that a lot of coal transportation could be saved if consumers were required to get their fuel from the nearest available supply. This gentleman believes there are certain connections between railroads and coal mines which, in his opinion, encourage inefficient transportation practices.

OUT AFTER CAR DETAINERS: Anybody having any degree of control over freight car movement (or lack thereof) and whose conscience smites him with the knowledge that he isn't doing his best to "load them heavy and keep them rolling," may expect a visit from the shippers' own species of F. B. I. A report herein of the Mid-West Shippers' Board tells how shippers' "vigilance committees" are functioning, and how they are getting laggards to act in turning car-hours into ton-miles. Some railroad employees appear, according to the board, to be very little interested in prompt car movement and there are also, it seems, railroad officers and shippers, who don't know there's a war on.

AMERICA AT WAR *and* THE RAILROADS' JOB



RAILROADS today are faced with their biggest job of all time . . . that of speeding America's fast growing army and the enormous tonnage of materials, supplies and equipment . . . requiring the service of every available piece of equipment. Economy in the use of our national resources is also vital to this program. Since one tank car of fuel oil in a GM Diesel Switcher will do the work of twelve cars of oil or coal in a steam switcher, and since GM Diesel locomotives in all classes of service are replacing two to four times as many steam locomotives, thousands of freight cars and hundreds of steam locomotives are made available for other service.

MODERNIZE TO MOBILIZE WITH GM DIESELS



ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION

LA GRANGE, ILLINOIS, U.S.A.

RAILWAY AGE

How to Conserve Both Rubber and Transportation

During most of 1941 expert students believed that if the railways handled their freight until November 1 without a car shortage they would have escaped the danger of any shortage of their service during the present war period. And after they had surmounted the fall peak with an average surplus of about 42,000 cars during the four consecutive weeks of largest loadings, everybody who had hoped they would "break down" and afford a pretext for government operation was unhappy, while everybody who had wished private operation well felt relieved and happy. But those who so confidently believed the real test would come before November 1, 1941, apparently were wrong. They did not and could not foresee one most important change in conditions which subsequently occurred and has revolutionized the nation's prospective transportation problem.

Rubber Shortage Drastically Changes the Outlook

This most important change in conditions is the sudden appearance of the early prospective shortage of rubber in this country due to the sudden and violent outbreak of hostilities in the Pacific ocean. As the shortage of rubber increases it probably will, for reasons emphasized in an editorial in the *Railway Age* of January 17, cause diversion of large amounts of both freight and passenger traffic from the highways to the railways. Measures for dealing with this prospective shift of traffic cannot be thoroughly considered and prepared for adoption too soon.

The estimates of the Association of American Railroads regarding how much equipment and materials the railroads will need are based upon an assumed increase of 10 per cent in carloadings in 1942. That the increase in loadings will be larger than this now appears certain. The increase over the preceding year in the three weeks ending with January 17 averaged 10 per cent, and in the week ending January 17 was 15.3 per cent. And this, of course, was without diversion of any traffic from the highways to the railways by the rubber shortage.

The increase in loadings in 1941 over 1940 accelerated from 7 per cent in January to 24 per cent in May. If the increase in 1942 should accelerate at the

same rate, it would rise from 10 per cent in January to 34 per cent in May. In that case average weekly loadings would increase from about 755,000 in January to more than 1,100,000 in May—and this, again, without considering any diversion from the highways to the railways.

How to divide the traffic between railways and trucks to best conserve both transportation and rubber is the problem. The answer seems quite obvious. Tires should be allocated to **short-distance** truckers and absolutely denied to long-distance truckers. First, this would best conserve the supply of rubber. Second, it would tend to give short-haul traffic to the truckers and long-haul traffic to the railways—which, it happens, would be the best way to conserve transportation and promote its efficiency.

Allocate Tires Where They Are Most Needed

Significantly enough, however, it is not now the problem of freight transportation, but that of passenger transportation that is the more threatening. The *Railway Age* was the first to suggest (issue of January 3, page 5) that the rubber shortage might cause a diversion of travel from the highways to the railways which would render it necessary severely to restrict travel even for essential business purposes. But such drastic restriction of travel is obviously undesirable. The problem presented should be approached with the purpose of so dividing travel as to necessitate the least practicable restriction of it. But a great reduction of the use of private automobiles is unavoidable, resulting in a great increase in demand for accommodations in buses and railway cars. How, then, so divide travel between buses and railway cars as to make practicable the greatest amount of travel? The answer is the same as for freight transportation: Allocate tires only to buses that will operate only for short distances and will take over traffic now handled by railway lines of light traffic, and then concentrate as many passenger cars as practicable on railway main lines for carrying passengers long distances.

It is evident from examination of the figures on passenger train performance that restrictions on the availability of common carrier passenger service for all those

who want it might be long postponed, if not entirely avoided, if the carriers, the Office of Defense Transportation, and the state authorities would co-operate to concentrate railroad passenger service where demand for mass transportation exists—leaving the “retail” business to be handled by buses, which are more suited to such traffic. As it is now, the railroads—largely because of the insistence of state utility commissions—are continuing in service hundreds of lightly-patronized trains using thousands of cars, while buses, which are economically adapted to handling such light traffic, are concentrating instead in areas of mass transportation, where they unnecessarily duplicate railroad service.

It is not in the interest of the war effort and the maintenance of reasonable civilian living standards that railroad passenger service be put on a “priority” or “permit” basis any sooner than genuine necessity requires; and the figures indicate that withdrawal of the railroads from lightly-patronized services and the use of their equipment where a heavy demand for it exists would permit the railroads to provide a far greater quantity of passenger service than they are now rendering. Passenger service and revenue statistics for the month of October, 1941 (the latest period for which details are available at this writing), are given in an accompanying table, with October, 1940, figures alongside, for comparison.

Only 16 Passengers Per Car

These figures disclose that, in October, 1941, revenue passengers per car averaged only 16. The standard Pullman car could easily accommodate twice this num-

Volume, Revenues and Operating Characteristics of Railroad Passenger Service in October, 1941, Compared with October, 1940

	1941	1940	% of Change
Revenue from Coach Passengers	\$21,432,608	\$16,159,426	+32.6
Revenue from Passengers in Sleepers and Parlor Cars...	\$17,272,927	\$13,875,805	+24.5
Revenue Passengers Carried in Coaches	18,756,234	18,840,526	- 0.4
Revenue Passengers Carried in Sleepers and Parlor Cars...	2,030,543	1,655,202	+22.7
Passenger-Miles in Coaches (000)	1,295,308	978,664	+32.4
Passenger-Miles in Parlor and Sleeping Cars (000)	752,800	610,869	+23.2
Revenue per Passenger-Mile in Coaches (Cents)	1.65	1.65	...
Revenue per Passenger-Mile in Sleepers and Parlor Cars (Cents)	2.99	2.77	+ 0.9
Miles per Passenger per Road in Coaches	69.1	51.9	+33.1
Miles per Passenger per Road in Sleepers and Parlor Cars	370.7	369.1	+ 0.4
Passenger Service Train Revenue	\$58,655,217	\$49,355,979	+18.8
Passenger Train-Miles	33,425,570	32,725,276	+ 2.1
Passenger-Carrying Car-Miles	149,961,968	139,544,919	+ 7.5
Passenger Revenues per Train-Mile (Cents)	175	151	+15.9
Passenger Revenue per Car-Mile (Cents)	39	35	+11.4
Revenue Passengers per Train-Mile	71.7	58.8	+21.9
Revenue Passengers per Car-Mile	16.0	13.8	+15.9

ber, and the standard coach four times as many. When one observes the present intensity of occupation of cars on main-traveled routes between the larger cities, it is evident that equipment on such runs is used to a far

higher percentage of capacity than the averages shown in this table. It follows, accordingly, that many runs, where there is no such mass movement, are patronized very lightly indeed. It is, largely, the insistence of the state commissions which has forced the carriers to continue such services—and the continuance of such insistence is the most likely cause for such limitation on freedom of passenger travel as is likely to arise at any very early date.

It is, of course, true that, where travel is of light intensity, people deprived of the use of their automobiles would miss their train service more acutely now than they would have missed it in the past. On the other hand, it certainly would not be very intelligent for the authorities to place restrictions on transportation where large demand for it exists, and where 60 passengers would be available per coach, while requiring the railroads to continue to serve traffic so thin that less than 16 passengers per car are the rule. Use of the bus for such traffic will better conserve available means of transportation; and when national necessity requires the maximum use of available facilities, it does not make sense to continue using a steam-shovel to do the work of a spade, or vice versa. It is probably true that some of the travel in the light-traffic areas is just as necessitous, in the national interest, as that on heavily traveled routes. Common carrier service in such cases cannot well be abandoned entirely, but there is no reason why buses should not be used to handle it, wherever they can perform the task. Plenty of buses can be made available for such work, by withdrawing them from routes on which railroads can handle much larger loads than at present—as for instance, between large centers of population.

The responsibility for taking the steps necessary to secure greater efficiency in the use of passenger-carrying equipment (rail and bus) rests, primarily, on the Office of Defense Transportation—although, because that agency has taken the laudable position that it proposes to work by co-operative action rather than by issuing orders, the participation of rail and highway carriers and the state commissions is also a necessity. It is particularly desirable that the railroads be as alert as possible to a truly efficient treatment of this situation, because, already, they are being called upon to re-establish train service, here and there, in order to accommodate traffic of doubtful profitability and permanency; and if such services are re-established, it may require a long and difficult struggle after the traffic vanishes again, to secure permission of the state authorities to abandon them.

Passenger Service Efficiency— How Much Is Feasible?

Railroad attention may be diverted from insisting upon the most efficient solution possible for this “tight” situation, by satisfaction with the great improvement in operating efficiency which heavier traffic has already brought to passenger service. The table, comparing

October, 1941, with the same month of 1940, reveals how remarkable this improvement has been. Passenger service train revenue, it will be noted, rose almost 19 per cent, with an increase of only 7.5 per cent in car-miles and only 2.1 per cent in train-miles. Passengers per car increased almost 16 per cent and, per train, almost 22 per cent. It is noteworthy that, as the table discloses, there was no increase in the number of coach passengers handled, from October, 1940, to that month in 1941, but an increase of almost one-third was registered in both coach revenue and passenger-miles, because the average passenger rode a considerably longer distance.

Permitting satisfaction with present accomplishment to dull the interest in pressing for the best obtainable disposition of rail and bus equipment would, however, be a case of the good being an enemy of the best. It isn't just something comfortably better than heretofore in the way of passenger performance which will avoid, or at least considerably delay, the application of "priorities" and "permits" to passenger travel. Rather, the very best allocation of bus and rail equipment is what will be needed to serve the national defense adequately in this regard. An economically sound division of traffic between railroads and buses, achieved during the war, would be the best protection both of them could possibly have against the inevitable inroads from revived automobile and augmented air transportation after the war ceases.

The All-Important Operating Rules

The increasing traffic of 1941 brought into prominence the problem of training inexperienced trainmen and enginemen, and prospective further increases in 1942 will render this problem still more acute. The difficulty in developing a solution is enhanced by the fact that, through the long years of the depression, almost no new men were hired, and even in the "roaring 'Twenties" improvements in operation made it unnecessary to hire and break in large numbers of new men.

The complexities of train operation are such that inexperienced trainmen, enginemen and switchmen cannot become safe and efficient workers until they have learned the operating rules thoroughly. It is vitally important, therefore, that operating officers give special attention at this time to train-rule education. Practically all of the employees, including the new recruits, are now working relatively long hours, with little off-duty time for the study of train rules. Some means must be developed, however, to give these new employees familiarity with the train rules quickly if serious increases in train and train service accidents are to be avoided.

The "old heads" can be very helpful in teaching the recruits, if their interest is sufficiently aroused, but supervisory operating officers must bear the major re-

sponsibility. The "Rule a Day" program, in operation on some roads for many years, presents one method of impressing upon new employees the importance of a thorough knowledge of train rules. If carried out scrupulously and enthusiastically, it is valuable in educating recruits quickly, and incidentally, in making all employees more rule conscious. If well planned and executed, such a program can be very effective in promoting safe operation.

A trunk line recently conducted a somewhat similar campaign with gratifying results in the Chicago district, where very many new men have been employed. The system used there was in the form of a rules question-and-answer forum, which was repeated throughout the district. The rules were explained interestingly and the reasons for their observance were outlined carefully. As a result, rules became the subject of daily discussions, not only among the recruits, but among the older employees as well. The men older in service took a renewed interest in the rules, not only in order to be able to answer questions, but also to insure against being embarrassed by some younger employee who had acquired a working knowledge of them.

The means employed in bringing this highly important and vital subject into the foreground are relatively immaterial. The quick education of recruits and the promoting of daily interest in and discussion of rules among all employees, are, however, absolutely essential now. The present period is perhaps the most crucial in railroad history, so far as rules education is concerned. Operating supervisors should give this problem of employee education a very high priority on their list of tasks that receive continuous thought and attention.

Locomotive Availability and Utilization

What is a satisfactory definition of the term "availability" as applied to motive power and what is its relation to the term "utilization"? That is a general statement of a question that arises in various forms and for which no generally accepted answer has yet been framed.

Unlike the term "engine failure," neither of these terms is generally involved in official reports used in supervising the operation of motive power. While there is no universally accepted definition of "engine failure," its meaning on each railroad is usually quite specific. Our two terms which have to do with the measurement of use, on the other hand, are very vaguely defined by some of those who use them; they convey a general idea not thought of clearly in quantitative terms. Where they have been formulated, specific definitions vary. Because of the great need now to increase the use of all available motive power, a common, clear understanding of their significance would be particularly helpful.

At least two specific definitions of availability as

applied to motive power are now current. One employs the particular assignment of the locomotive as the yardstick against which to measure its ability to serve. Thus, if the run, or runs, to which a locomotive is assigned require it to be on the road, say, twelve hours a day, that twelve hours represents 100 per cent availability. A locomotive which can be kept in service on such runs with one half of the time or less in the hands of the mechanical department will be given a 100-per cent bill of health. Under this definition the locomotive receives a perfect record because of a situation which may really be very discreditable to the mechanical and operating officers responsible for the assignment of motive power.

Another definition sometimes used measures the availability of a locomotive against a yardstick which is twenty-four hours long for every day and every month in the year. Applied to the example of the twelve-hour run, the locomotive assigned to which, let us say, requires an average of not more than six

hours a day in the hands of the mechanical department, the locomotive would be credited with an availability of 75 per cent and its utilization factor would be 50 per cent.

This use of the two terms deals separately with the potential utility of the locomotive and the actual use which is being made of it. Thus, when the potential utilities of locomotives are compared, the results are not distorted by variations in the effectiveness with which they are being put to use, and a comparison of the utilization factor with the availability factor becomes a check on the effectiveness with which the operating and mechanical departments are working out their assignments of power. With the need to make the most of what we have, clear-cut facts presented by the second definition of these terms undoubtedly will aid in stimulating the effort to close the gap between the service each locomotive is actually rendering and the potential service it is capable of rendering.

“Choosiness” vs. Transportation Efficiency

A dependable national common carrier transportation service, for either war or peace, calls for adequate service to *all* communities and *all* commodities. This means serving some areas and some types of traffic which are less remunerative than others—and it also presumes that the carrier will accept the empty movement which inevitably comes out of the lack of perfect balance in the country's traffic. The carrier which finds means of avoiding its *pro rata* proportion of the less attractive traffic and empty movement—thereby forcing upon other carriers a disproportionate share of “transportation for use and not for profit”—is jeopardizing the continuance of nation-wide, all-commodity service which the people have a right to expect from the common-carrier transportation system.

A correspondent from Michigan writes us as follows:

“The pick-and-choose methods adopted by our truck competitors, as referred to in your editorial, issue of November 8, 1941, came to light at a hearing before a Joint Board of the Interstate Commerce Commission held at Detroit, Mich., on December 4, in the matter of the application of one of the largest and most prosperous truck operators for authority to extend its routes.

“This truck operator purchased a bankrupt trucking company in the year 1932, and, operating by means of trucks owned by the drivers, it has in the past nine years built up a business in which it claims now to employ 5,000 persons, to utilize 3,500 vehicles, and to operate in 19 states and the District of Columbia, serving about 3,500 communities. It distributes to the shipping public an elaborate shipper's guide showing the communities which it serves.

“It appears that it will serve all of the communities in the sundry states with truckload traffic. It will not, however, render truck service to communities where it has no terminals, except for shipments weighing 5,000 lb. or more.

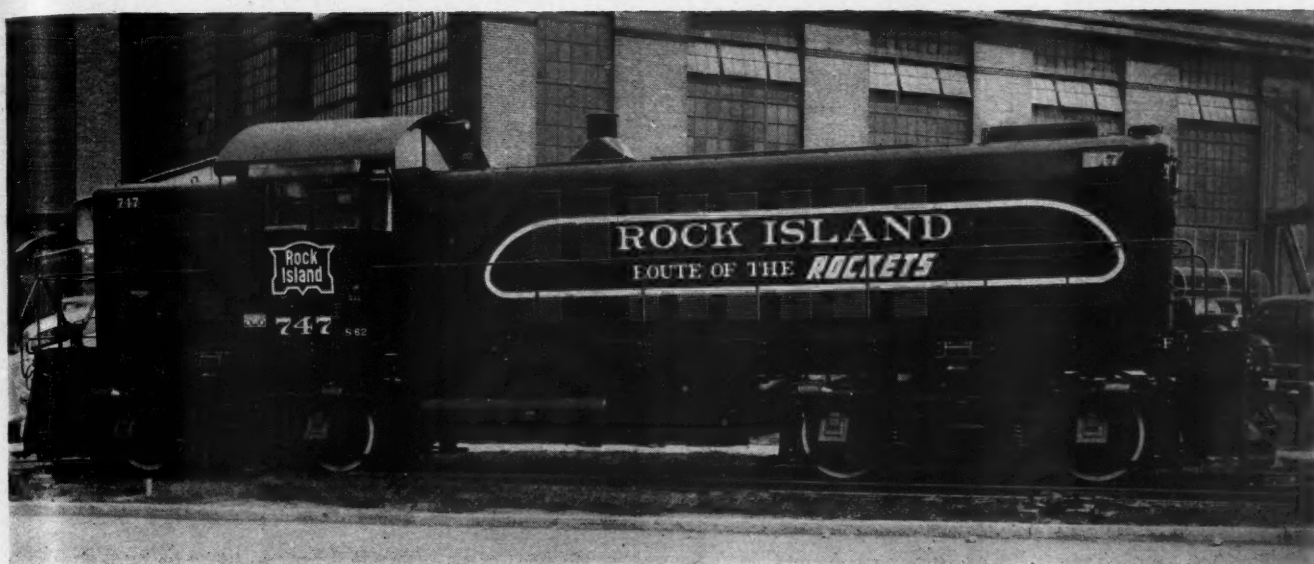
Shipments of lesser weight, destined to communities where it does not maintain terminals, are interchanged by it to connecting lines, unless, for its own operating convenience, it may find it expedient to handle the smaller shipments in its own vehicles.

“No notice to the shipping public is given in its shipper's guide or its published tariffs to apprise shippers whether or not shipments under 5,000 lb. will be handled in its own or in connecting lines' vehicles. Connecting lines, on the other hand, have no assurance that they will receive any or all of its business in interchange.”

Examination of the tariffs on file with the I. C. C. would, we believe, reveal that a number of large truck operators are “choosy” in the classes of traffic they handle. Also, those familiar with their solicitation methods report that they concentrate their attention on the more remunerative traffic—leaving the shippers of less profitable but publicly-necessary goods to the railroads. No thought is given to the ability of the latter to continue such service—after being largely deprived of remunerative traffic which is the only *means* to finance unremunerative service.

A large truck operator this week, in the hearing of the truck merger case, testified that truck hauls of 900 miles were profitable—but only because of the railroad rate structure.

The conditions described by our correspondent, and plentiful additional evidence—both of “picking-and-choosing,” and of truck operation “hot-housed” by the rate structure into uneconomically long hauls—appear to go contrary to the national interest in securing most efficient use of the nation's transportation plant in war time. The persistence of such practices (i. e., destructive of the natural economy of both trucks and railroads) would also make both forms of transportation more vulnerable after the war to air competition than there is any inherent need of their being.



Alco-G.E. 1,000-Hp. Diesel-Electric Road Switchers

Designed for maximum speeds of 70 m. p. h. with
69,000-lb. starting tractive force—Provision
made for train heating when required

FOR several months the American Locomotive Company has been delivering a type of Diesel-electric switching locomotive designed primarily for road service, to operate at speeds up to 70 m. p. h. In basic design these locomotives are essentially the same as the 1,000-hp. yard switching locomotives which that builder has been delivering for some time. The important differences between the two types are the trucks, which are designed for improved riding qualities at the higher speeds encountered in road service; the lengthening of the locomotive to accommodate a train heating boiler, when required, under a short hood behind the operator's cab; the special control equipment required for multiple-unit operation, and the change in traction-motor gear ratio necessitated by higher operating speeds.

The general structure of this locomotive consists of welded-steel underframe on cast-steel swivel trucks. The hood is low and narrow and the operator's cab is located near one end. The radiator compartment, the engine, generator, auxiliary generator, air compressor and contactors are all located under the forward hood. The radiator compartment is at the front and the auxiliaries follow in the order named from front to rear. The rear hood, of the same size except shorter, encloses the train heating boiler, when furnished.

The windows in the cab are exceptionally large, giving good visibility over the top of the hoods. Visibility is further improved by an elevated operator's seat. The cab is heated by an automotive type hot-water heater.

The 1,000-hp. Alco Diesel engine is a 12½-in. by 13-in. engine turbo-charged by the Buchi system and operating at 740 r. p. m. Generally speaking, it is similar to that found on other Alco-G. E. Diesel-electric locomotives.

The water and oil-cooling radiators are of the sectional core type. The radiator fans are V-belt-driven from the engine and shutters, operated by a control in the cab, are applied outside of the radiators. To maintain a nearly constant load on the radiator fan, by-pass shutters are located inside the radiator compartment. They are so arranged that a corresponding graduated movement of the by-pass shutters occurs automatically with a movement of the outside shutters. When the outside shutters are closed, the by-pass shutters are open, and vice versa. This allows complete control of the degree of cooling desired.

Electrical Equipment

The electrical equipment is built entirely by the General Electric Company. It includes the main traction generator, a belt-driven exciter and auxiliary generator, four GE-731 series traction motors and complete Type P control equipment.

The main generator is supported by the engine frame and two spring-loaded feet attached to the generator frame. This construction insures alinement between the engine and the generator armature. A single self-aligning roller bearing is used at the outboard end of the armature shaft. The auxiliary set consists of a split-pole exciter which furnishes excitation to the main generator and an auxiliary generator which supplies power for the control circuits, the electrically operated auxiliaries and for charging a 32-cell lighting and starting battery. The armatures of the two machines are on the same shaft. The main generator furnishes power for the four direct-current commutating-pole traction mo-

tors which are permanently connected two in series. These motors are supported in the locomotive truck by sleeve-type axle bearings and spring-nose suspension from the truck frame. The motor armature bearings are the roller type. The armature shaft is so installed that it can be removed without disturbing the windings or commutator. The motor frame is an integral steel casting and has large openings for inspecting brushes.

The Type P single-end, single-unit control functions with a minimum of attention on the part of the operator. The initial movement of the locomotive throttle closes contacts which operate the main circuit and field contactors. Additional movement of this throttle controls the engine governor, regulating the speed of the locomotive. The traction-motor reverser and line contactors are pneumatically operated and the remaining contactors magnetically operated.

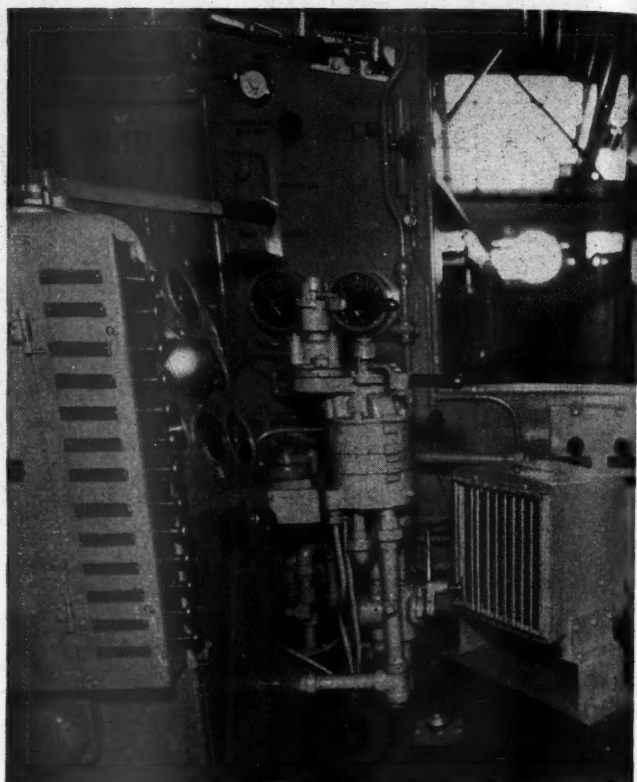
The traction motors are arranged to operate in series and series-parallel, and there are also connections for shunt-field operation. The motor connections are

Comparative Characteristics of Alco-G. E. 1,000-Hp. Diesel-Electric Road and Yard Switchers

	Road Switcher	Yard Switcher
Driving motors, number	Four	Four
Maximum speed restriction, m.p.h.	70	60
Gear ratio, traction motors	73/18	75/16
Driving wheels, number (pairs)	Four	Four
diameter, in.	40	40
Weights:		
On drivers, lb.	230,000	230,000
Total locomotive, lb.	230,000	230,000
Wheelbase, each truck rigid, ft.-in.	9-4	8-0
Total locomotive, ft.-in.	40-4	30-6
Maximum overall locomotive dimensions:		
Height, ft.-in.	14-6	14-6
Width, ft.-in.	10-0	10-0
Length, inside knuckles, ft.-in.	54-11 $\frac{3}{4}$	45-5 $\frac{3}{4}$
Starting tractive force (at 30 per cent adhesion), lb.	69,000	69,000
Tractive force, continuous, lb.	29,500	34,000
Minimum radius curvature (locomotive alone), ft.	100	50
Lubricating oil, gal.	80	80
Engine cooling water, gal.	240	240
Sand, cu. ft.	27	27
Capacity, boiler water tank (with heating boiler), gal.	800	...
Capacity, fuel oil tank (with heating boiler), gal.	800	...
Fuel oil capacity (without heating boiler), gal.	1,600	635
	(two tanks)	(one tank)

changed automatically from series to series-parallel and from series-parallel-full-field to shunt-field operation.

Automatic transfers are provided over the entire operating speed range of the engine. The relay which effects this automatic control materially increases the engine utilization during partial control and as a result more rapid acceleration as well as higher average and top



Cab Interior and Controls

locomotive speeds are obtained when operated at reduced engine speeds. A current relay and indicating light give visible warning when the locomotive is operating below the proper speed range with the motors in the series-parallel connection. A wheel-slipping relay with a buzzer also operates to warn the operator when any pair of wheels slips.

The master controller is used to select the motor combination and the direction of movement of the locomotive. This controller has three forward, one off and three reverse positions. When the controller handle is placed in the third operating position before opening the throttle, the motor connections will then be changed automatically from series to series-parallel and field shunting without attention on the part of the operator. If desired, the handle can be placed in the first forward or first reverse position so that it will maintain series



The Equalizer-Type Truck, Equipped With Both Coil and Elliptic Springs, Is Of the Reversible Type and is Designed for Maximum Speeds of 70 M. P. H.

connections of the motors. A multi-button switch at the operating stations gives the engineer control of the fuel pump, engine starting and the several lighting circuits.

The multiple-unit feature which may be used with this control equipment permits two of these units to be operated in multiple, making, for example, a freight locomotive of 2,000 hp.

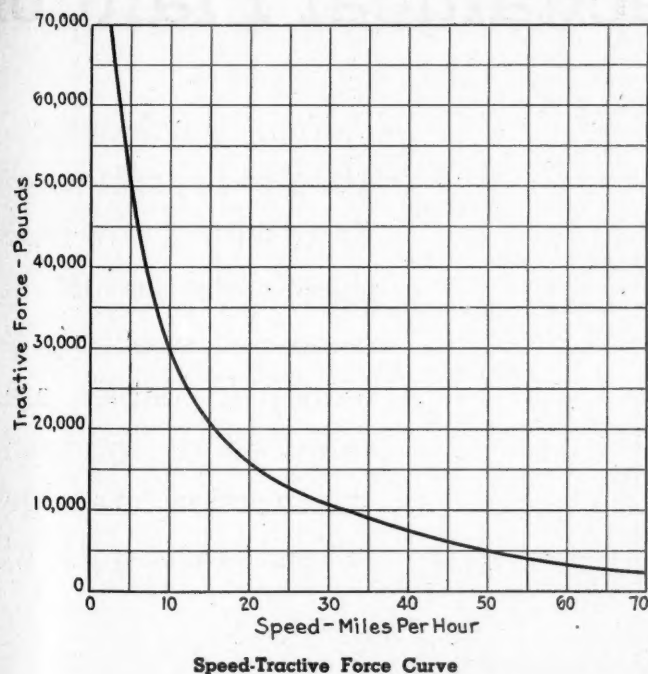
The Heating Boiler

The largest size boiler that can be located under the short hood has a capacity of 2,250 lb. per hr. It is manufactured by the Vapor Car Heating Company. The size of boiler installed in the locomotive depends entirely upon the service in which the locomotive is to be used. In some cases a 1,600-lb.-per-hr. boiler may be adequate.

One 800-gal. tank is located under the frame between the trucks to carry boiler water. If a boiler is not installed in the locomotive this tank is piped to the fuel oil tank of 800 gal. This means the locomotive will then have a total capacity of 1,600 gal. of fuel.

Trucks and Brake Equipment

The trucks used on the road switching locomotives are of the swing bolster, drop equalizer type suitable for operation at moderately high speeds. These trucks are



manufactured by the General Steel Castings Corporation. The truck wheelbase is 9 ft. 4 in. and the journal boxes are arranged for the lateral thrust to be taken on the ends of the axles. The axles have 7 in. by 14 in. plain journals with collars.

The truck wheels are 40 in. in diameter and provision is made for two GE-731 traction motors in each truck with the necessary connections for ventilating air ducts at the top of each motor directly from ducts in the cab underframe. The motor nose suspension is of the spring type. The spring rigging includes elliptic springs between the bolster and the truck frame and helical springs to carry the side frame on the equalizers. Two helical springs are used side by side at each end of each equalizer. The center plate and the journal box pedestal faces are equipped with wear plates. The truck brake

equipment consists of clasp type brakes permitting the use of flanged type brake shoes. Four 9-in. by 8-in. brake cylinders are outside-mounted on each truck.

The air-brake equipment for the locomotive is the Type 14-EL. The Westinghouse air compressor is driven directly from the main engine shaft and is a two-stage air-cooled compressor with a capacity of 228 cu. ft. per min. at 740 r.p.m. and 83 cu. ft. per min. at engine idling speed.

Road switchers of this type have been delivered by Alco to the Atlanta & Saint Andrews Bay; the Chicago, Rock Island & Pacific; the Chicago, Milwaukee, St. Paul & Pacific, and the Tennessee Coal, Iron and Railroad Company.

Shippers Fight Slackerism in Car-Saving Campaign

"WAR" was declared by Mid-West Shippers Advisory Board members at their annual meeting at Chicago on January 23 against shippers, railroads and railroad employees who in any way interfere with the Board's co-operative program. Demands for "teeth" in rules that have been drafted to insure maximum utilization of transportation in the nation's all-out victory program, were made during the reports of 55 "vigilance committees" which cited flagrant instances of failure to co-operate.

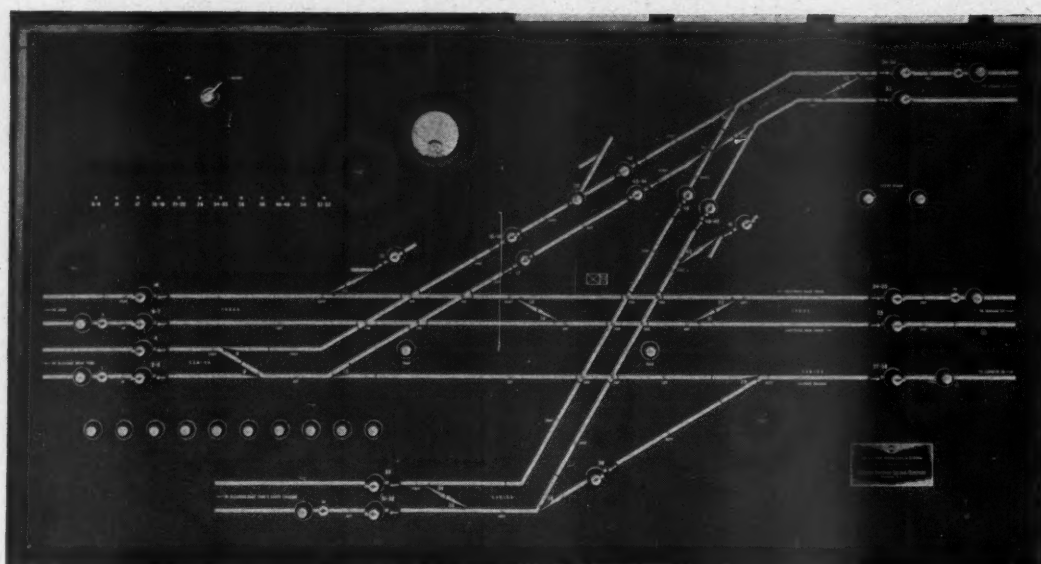
One chairman charged that "switchmen" in Iowa were undermining the efforts of shippers to increase car utilization for the purpose of causing the railroads to fail and the government to take control. Shippers, he said, are loading cars in less than 24 hours but "switchmen" do "business as usual" and will not pull these loaded cars immediately, with the result that the car-day savings made by the shippers are more than wiped out by delays. As a consequence, he continued, the enthusiasm of shipping department employees, who have been working long hours to increase transportation efficiency and contribute to the winning of the war, is being jeopardized.

Coal dealers and receivers of products who sell from freight cars, were derided for their unco-operative attitude and will be required to cease undue detention of cars. According to one vigilance chairman, these dealers hold loaded cars until the contents are sold so that they can unload onto delivery trucks and thus avoid the expense of unloading into storage space and reloading onto delivery trucks. When appealed to by members of the vigilance committees, their attitude was: "So what?" he said.

Faults of the railroads were also aired. One chairman reported difficulty in securing 50-ft. box cars for government business, a lack of proper switching service, and failure upon the part of railroads to adjust their switching service so that samples of starch can be made without delaying cars four days. Another complained of the inability of the railroads in recent weeks to move cars on schedule. The time required to move tank cars from the Board's territory to Jersey City, N. J., and Cincinnati, Ohio, and return he said, is 150 per cent of normal and this should be corrected at once, since companies making edible oils have been directed by the government to double their output.

Another vigilance chairman asked that railroad employees be informed of the difference between ordinary

(Continued on page 301)



The Panel of the New Control Machine is 24 in. High, and 48 in. Wide, Has 20 Entrance and 20 Exit Buttons To Control 29 Signals, 5 Switches, 6 Crossovers and 1 Switch Lock. This Interlocking Was Placed In Service at 9 a. m. on April 30, 1941

Modern Entrance-Exit Interlocking Mechanical Plant on

AT 55th Street near Cicero avenue in the southwest environs of Chicago, the Indiana Harbor Belt, which is a part of the New York Central System, has installed a modern all-electric interlocking with Entrance-Exit, "N-X," control to replace a mechanical plant at a track layout involving several junctions and crossings with the Belt Railway of Chicago, which is owned and operated by the Chicago & Western Indiana. The tracks involved are used exclusively for freight serv-

Plug-in quick-detachable relays, flame-proof wiring, new type sheet-metal instrument cases and special protection for cables, are features of modern construction on a large interlocking plant

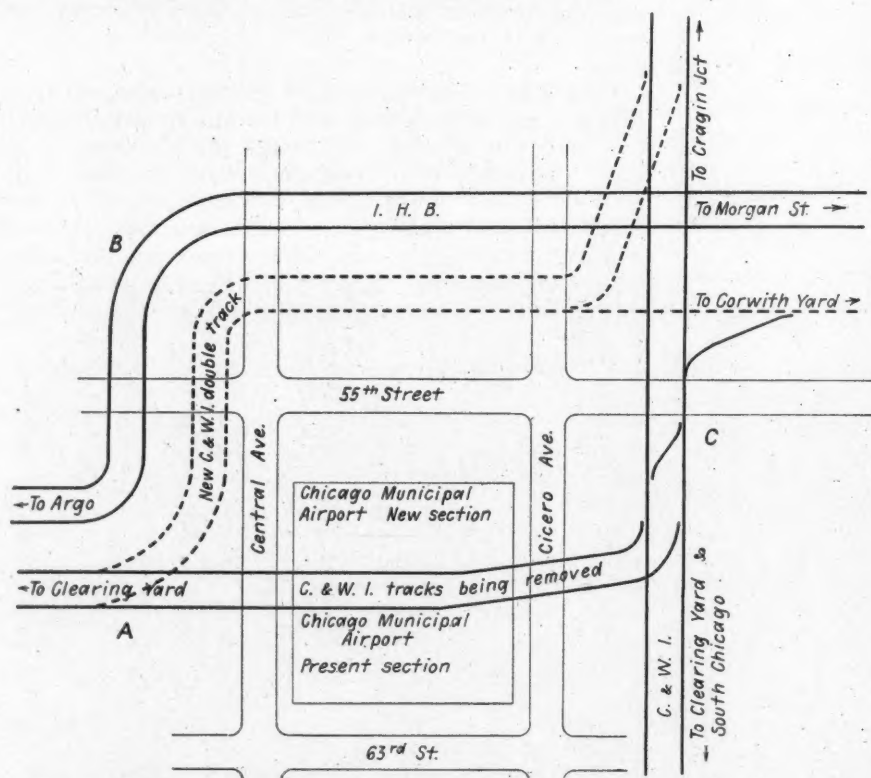
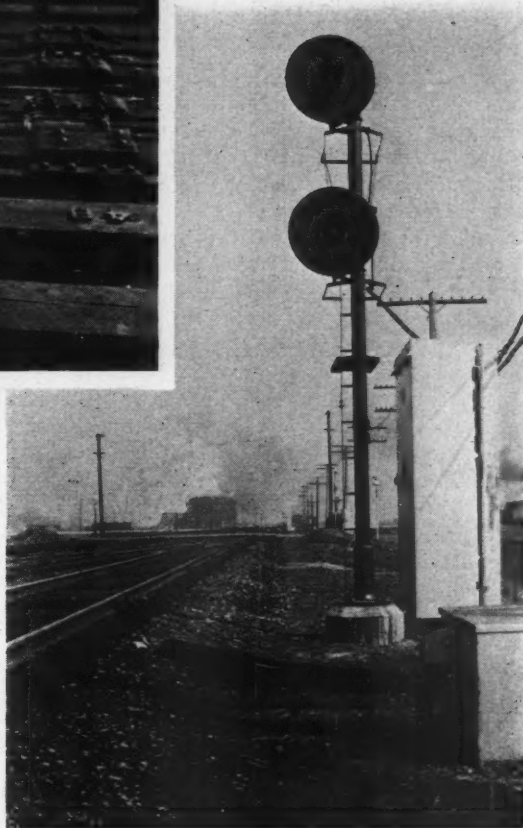


Diagram Of The Track Changes Showing Not Only The C. & W. I. Double Track Line Which Was Removed From The Area Of The Enlarged Municipal Airport, But Also The New Double Track Line Constructed North And East From The Airport, Including The New Crossings Of This New Line With The I. H. B. And The C. & W. I.



Left—Switch Machine For the Operation Of Movable-Point Frog. Below—Typical Searchlight Home Signal



locking Replaces Indiana Harbor Belt

ice, and the trains consist primarily of transfer cuts being moved between various yards in and near Chicago. The traffic is heavy, and one or more trains are coming or going practically all the time during a 24-hour period. An average total of approximately 92 train movements are handled through this interlocking daily.

Why the New Plant Was Required

The installation of the new electric interlocking was necessitated by major track changes which were required to remove a double-track line of the C. & W. I., so that the area of the field of the Chicago Municipal Airport could be enlarged. As shown in the lower left of the accompanying illustration, an east-and-west double-track line of the I. H. B. runs parallel and just north of a double-track line of the C. & W. I. At a point, A, just west of the airport field, this line of the I. H. B. curves to the north, with a tangent to a point, B, north of 55th street, and then curves eastward, with a tangent extending beyond a crossing with a north-and-south double-track line of the C. & W. I.

At the point A, mentioned previously, a double-track line of the C. & W. I. extends eastward through the middle of what ultimately will be the enlarged air field, and then this line curves north to a junction with the north-and-south line of the C. & W. I., at a point C, several hundred feet south of the crossing with the I. H. B. east-and-west line. In order to permit removal of the C. & W. I. double-track east-and-west line from the airport field as proposed, a new double-track line was built from point A, parallel with the I. H. B. track, northward to point B and then eastward as shown in dash lines. This new project involved a crossing with the I. H. B. tracks at the interlocking as well as a new double-track extension in the northwest quadrant of the crossing at the interlocking. Also a single-track connection was extended eastward across the C. & W. I. tracks

to connect with the C. & W. I. single-track Elsdon branch extending eastward from the interlocking.

Many of the new switches, crossovers and movable-point frogs, as well as the new interlocking home signals, were, of necessity, located too far from the crossing to permit practicable operation of a mechanical interlocking. For these reasons, a new power plant was required. In order to reduce the costs, as well as to eliminate hazards of derails, a decision was made to remove the derails formerly in service on the main tracks.

Decision to Use an NX Plant

Having concluded that a power interlocking was necessary, the next decision was not to use a conventional type control machine with individual levers, mechanical locking between levers, and electric lever locks, but to adopt the all-relay scheme of interlocking in which the interlocking is accomplished by inter-connections of circuits, rather than by mechanical locking. The next decision was to use a most modern form of all-relay control, i. e., the Entrance-Exit system, in which no individual levers as such are required, but rather a route is established as a whole by operating two knobs or buttons on the face of a control panel.

First, a knob at the place on the diagram representing the signal at the entrance of the route, is turned, then a button at the point representing the exit from the plant limits is pushed. The switches are then positioned properly for the route, and, afterwards, the signal clears. With a conventional type machine, using individual

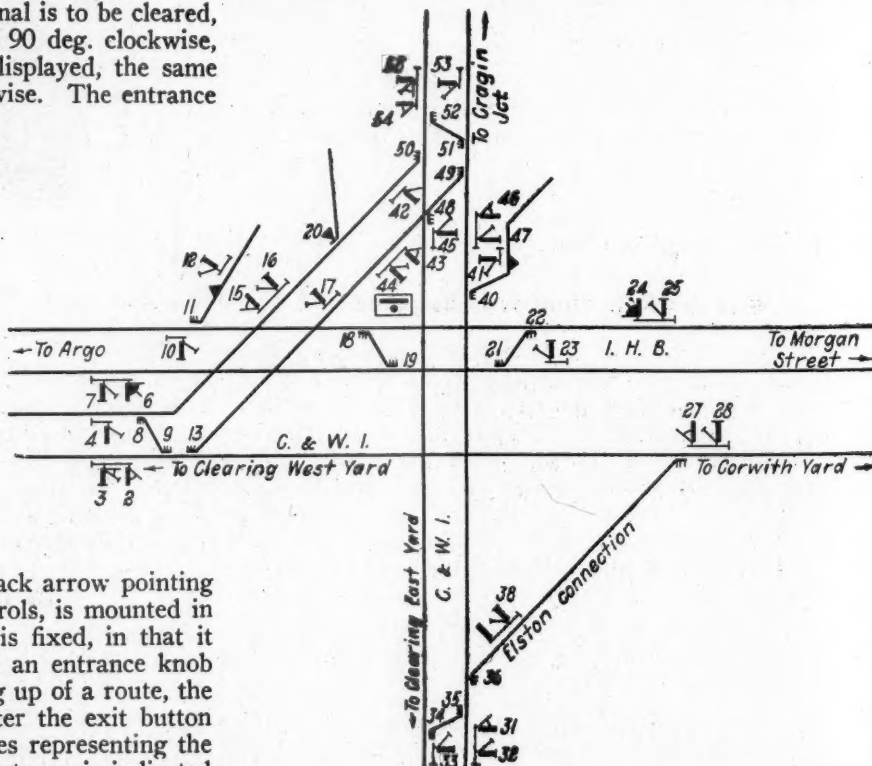
levers, the operation of a switch lever cannot be completed as one motion because time must be allowed for the proper switch machine to operate and for the indication of such operation to be transmitted to the lever to release the lever lock. With an NX system, however, all of the power switch machines involved in establishing a route are operated practically simultaneously, within a period of a very few seconds, after which the signal for the route clears at once. Therefore, the facility with which a route or routes can be established with this Entrance-Exit control system is a decided advantage at this new interlocking because the traffic is heavy. An important point is that the decision to use this modern Entrance-Exit all-relay control machine and system did not increase the total costs above those which had been calculated previously on the basis of using a conventional type individual lever interlocking machine with mechanical locking and electric lever locks.

Features of Control Machine

The face of the panel of the control machine is 24 in. high and 48 in. wide. This panel includes 20 entrance knobs and 20 exit buttons, to control 29 operative "arms" on interlocking home signals, 5 single switches, 6 cross-overs, one set of movable-point frogs, and one electric switch lock on a hand-operated switch located in home signal limits. The switch machine for No. 40 turnout to an industry track has a pipe connection extending to a Hayes derailed at the fouling point on this turnout.

When the high "arm" of a high signal is to be cleared, the operator turns the entrance knob 90 deg. clockwise, but if the "call-on" aspect is to be displayed, the same knob is turned 90 deg. counter-clockwise. The entrance

Straight-Line Track And Signal Diagram Of The New Interlocking Showing The Locations And Aspects Of Signals For The New Track Arrangement, Including The Additional Double Track Crossing Of The C. & W. I. Over The I. H. B., As Well As The New Single Track Crossing Of The C. & W. I. Over The Double Track C. & W. I. Main Line



knobs are hollow. A lens, with a black arrow pointing in the direction which the signal controls, is mounted in the face of each knob, but this lens is fixed, in that it does not turn with the knob. When an entrance knob is turned 90 deg. to initiate the setting up of a route, the lamp in the knob is lighted red. After the exit button is pushed, small lock lights in the lines representing the switches are lighted to indicate the route, as is indicated also by small movable sections of the diagram which represent the switches.

After the switches are positioned and the signal is cleared, the lamp in the face of the entrance knob displays a yellow light. As a train occupies each track section of the home signal limits, this fact is indicated by other small lamps in the lines representing the track, which are lighted white. When a train accepts and passes an interlocking signal, the lamp in the face of the entrance knob shows red, and the operator then turns the knob to its normal position. He leaves the knob as it was, however, if he wants to allow the signal to clear

again for a following train on the same route lineup, after the preceding train has cleared the interlocking limits.

On the diagram, on the lines representing each of the main-line normal-direction approach sections, there is a button. When a train enters such an approach section, an annunciator buzzer starts operation and a white light illuminates the face of the corresponding button. If the operator desires to stop the operation of the buzzer he pushes the button, but the lamp indication stays illuminated until the train leaves the approach.

Located in the upper left portion of the panel is a row of small test keys, each of which can be used to control a track switch when testing or adjusting the switch points, operating rod or lock rods. Normally these test keys are left in the center position, and, therefore, do not affect the NX control system.

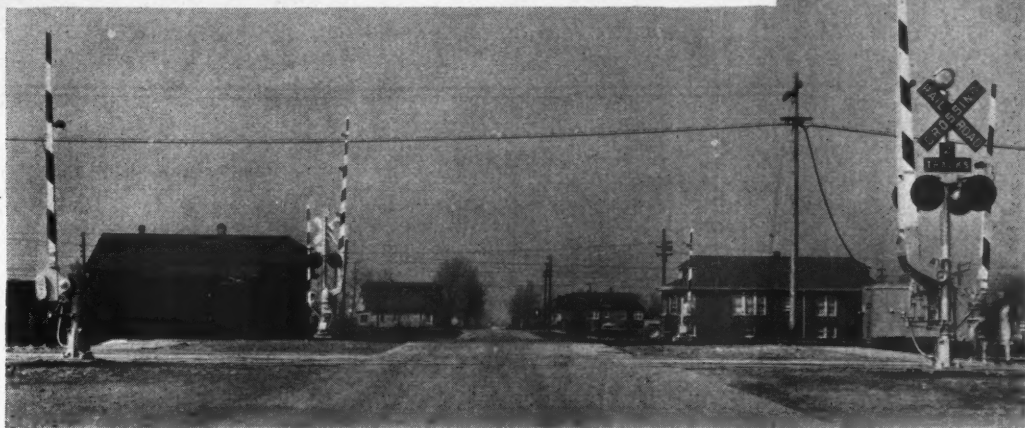
Street Crossing Protection

In the territory between point A on the diagram and the interlocking, in which territory the new double-track line of the C. & W. I. was constructed parallel with that of the I. H. B., the increased number of trains to be operated justified the installation of the most modern and complete forms of protection at the crossing of streets with the tracks. The new protection includes electrically-operated bells, gates, and A. A. R. standard flashing-light signals. In each instance, the crossing of a

street with the four tracks is protected as a whole. The gates, when lowered, obstruct the path of vehicles when approaching the crossing in the normal right-hand lane, but no arms prevent vehicles from departing from a position on the tracks at a crossing. On account of the width of each of the two paved lanes on Cicero avenue, four gate arms, one on each side of each of the two paved lanes, are provided. At each of the remaining five street crossings, 55th, Laramie, Lockwood, Long and Central, where there is only one pavement, each arm is long enough to reach across at least half of the traveled



Highway Crossing
Gates In Lowered
And Raised Posi-
tions. Note Side-
walk Gate At Left



roadway, and such arms are used to obstruct only the approach to a crossing of vehicles using the normal right-hand portion of the pavement. In addition to the street arms, sidewalk arms are used at Lockwood and Long avenues to afford additional protection for pedestrians.

Automatic Control

The bells, gates and signals are controlled automatically in the usual manner by the presence of trains on track circuits. Special cut-outs, controlled by timing relays, are provided to cut out the signals and bells, as well as to clear the gates, after two minutes, if a train is making a switching move which is not destined to approach or obstruct a crossing. Needless delays to street traffic are thus obviated.

The crossing protection equipment, including bells, gates and signals, was furnished by the Western Railroad Supply Company. This equipment is of the convention type, except for the fact that the gate mechanisms include a new feature by means of which the gate arms are power operated when being lowered as well as when being raised. The "drive-down" arrangement was provided to insure proper lowering of the gates during windstorms or other adverse circumstances. The lowering operation can be effected only at a certain speed, regardless of an unusual ice load on the arm or if the arm is broken off. The result is accomplished by a special disk-type brake, which is controlled by a fly-ball governor arrangement.

By Railroad Forces

This new interlocking and the street crossing protection at the six streets were planned and installed by the signal department forces of the New York Central, Lines West of Buffalo, under the jurisdiction of J. J. Corcoran, signal engineer, N. Y. C.; the engineering was handled

under the supervision of H. D. Abernethy, assistant signal engineer, Lines West. The construction was under the direction of C. E. Rowe, signal supervisor and W. L. Murphy, assistant supervisor, with headquarters at Chicago. The interlocking equipment was furnished by the General Railway Signal Company.

A.C.L.-F.E.C. Hostess Service Is 8 Years Old

EXTENSION of a recreation-entertainment car with attendant hostesses to the "Miamian,"* Atlantic Coast Line-Florida East Coast all-Pullman train between New York and Florida, calls to mind that these roads pioneered in the introduction of this facility eight years ago on their all-Pullman "Florida Special" in January, 1934. An article in the *Railway Age* of May 19 of that year describing the results of the service pointed out that introduction of the service, together with increased speed and lowered fares, served to increase patronage of the train by some 400 per cent over the previous winter season. The recreation-entertainment car continues to draw patronage which might not otherwise be forthcoming.

Hostesses on the "Florida Specials" (East Coast, West Coast and Boston-Washington sections) and the "Miamian" are under the direct supervision of Mrs. Gertrude Kemp (widow of the late Frank B. Kemp, a regional superintendent for the Pullman Company at Atlanta, Ga.) who joined the railroad as hostess herself in 1934 and since 1936 has occupied the position of supervisory hostess, with headquarters at New York.

Shortly after the so-called "recreation" cars were in-

* Due to need of cars for troop movements and a slackening in demand for Florida travel, the "Miamian" was withdrawn from service on January 9 and 10.

roduced, their names were changed to "recreation entertainment" cars as being more fully descriptive of their function. The entertainment concept is perhaps the best description of the hostesses' duties which, according to George P. James, passenger traffic manager of the Atlantic Coast Line "must entertain and must have the knack of making patrons feel that they are guests aboard." Mr. James points out that recreation-entertainment car hostesses are *hostesses*. They are not registered nurses, nor stewardesses, nor night club entertainers. Their duties conform to the dictionary definition of hostess as a "woman who entertains guests."

Most of the staff members are college graduates with skill in bridge, backgammon, etc. The most important consideration in their selection is the talent of making a group of strangers feel at home quickly. The hostesses come from many walks of life and during the last eight years have comprised advertising copy writers, radio actresses, real estate agents, a millinery designer, a high-diving star with a record in the Olympics, singing students looking forward to an operatic career and many others. Although there is generally a long list of applicants for assignments on the recreation-entertainments, few of the girls make lifetime careers of the job, especially since these trains operate only in the Winter season. Only three of the present season's staff of 27 have been with the railroads as long as four seasons. Principally the girls seek this employment for the opportunity it affords to travel, make new friends and sharpen up the social graces.

The hostess' routine is flexible. Always, however, shortly after the train leaves its terminal she walks through its full length, introducing herself to every passenger and inviting his participation in the recreation-entertainment car facilities. Thereafter she supervises all the social activities in the car. She is not an official introducer but will assist in arranging bridge games and parlor competitions such as Chinese checkers, etc. She also encourages guests to join in group singing of well-known songs to the accompaniment of a professional accordionist who is regularly employed on the car. Each hostess is attired in a tailored uniform of hunter's green



A. C. L. — F. E. C. Hostesses Received Pre-Season Training on Demonstration Cars at Pennsylvania Station, New York. "Joe Glum", a Hard-Boiled Piker Who "Hates Long Train Trips" Is Here Shown Challenging a Newcomer While Supervisory Hostess Kemp Directs Her

gabardine, with a smart matching cap, and is required to submit a brief report at the end of each trip covering her activities and describing the reaction of the various passengers to the facilities offered.

Schedules for the hostesses are so arranged that each girl completes a minimum of six round-trips between New York and Miami or St. Petersburg each month. Schedules in the first half of the winter season allow for a lay-over of 48 hours between trips at New York and 24 hours in Miami. The latter part of the winter season the order is reversed, affording the girls the longer lay-over at Florida points.

According to the railroad, "experience has shown that the most essential qualifications for outstanding success as a recreation-entertainment car hostess are: (1) a sense of humor; (2) a love of people in the large; and (3) a happy disposition.



Some of the A. C. L.-F. E. C. Train Hostesses Pile Up For a Group Picture Behind Mrs. Gertrude Kemp, Their Supervisory Hostess

Modern Ceiling, Wall and Floor Coverings, and Leather-Upholstered Furniture, Completely Transformed the Waiting Room of the Missouri Pacific's Station at Warrensburg, Mo. Similar Improvements Were Made in the Waiting Rooms of the Road's Stations at Wichita, Kan. and Alexandria, La.



Missouri Pacific Modernizes Six Passenger Stations

In meeting the requirements of normal or new demands, this road strives for attractiveness, combined with maximum utility and economy, through the use of modern materials

TO meet the requirements of improved service and increased passenger business, and, in some cases, to effect economies through improved and consolidated facilities, the Missouri Pacific turned its attention to a number of its passenger stations during 1941, building attractive, modern and utilitarian stations at Arcadia-Ironton and Piedmont, Mo., on its main line to the South, and modernizing existing stations at Kirkwood and Warrensburg, Mo., and at Wichita, Kan. and Alexandria, La. In each instance the work was undertaken to meet specific needs, and the effective results accomplished at each point are indicative of what can and is being done at numerous other points on the railways of the country with modern materials and designs to meet present-day demands with maximum economy.

At Kirkwood and Warrensburg, important stops on the route of the road's new streamliners to the West; at Wichita, the center of a rapidly expanding airplane manufacturing industry, bringing largely increased passenger business to the railroad; and at Alexandria, the center of large army cantonments, handling large numbers of army personnel and visitors—the road found that its existing passenger facilities, improved in arrangement for the convenience of and speed in the handling of patrons, and redecorated and refurnished to synchronize with

trends in these elements, would meet immediate requirements, with large savings over completely new facilities. Therefore, at these four points modernization projects were undertaken, some of which are only now nearing completion.

Improvements at Wichita

At Wichita, Warrensburg and Alexandria, the character of the work done was essentially similar, and was confined largely to the interior of the station buildings, although at Wichita, in addition, the exterior of the structure, which is of brick construction, was chemically washed and colorfully trimmed. Furthermore, at this point, the main entrance was given a modern treatment with new doors and steps; some openings were bricked up, while others, unnecessary in themselves, but where light was required, were filled in with glass blocks; new approach walks were provided; and an unsightly wood platform shed, a platform and an advertising sign were removed.

At Wichita, the improvements at which alone will be described as typical of those at Warrensburg and Alexandria,—the station building areas given over to passenger facilities is approximately 85 ft. by 66 ft. Here, the

entire interior was completely modernized, both as to decorative finish and furnishings. The waiting room, approximately 40 ft. 6 in. square, was given an entirely new treatment, which was also carried out in the ticket office, freight traffic office, passenger agent's office and the men's and women's toilet rooms.

In the first place, a false ceiling, suspended from two to five feet below the original ceiling, was installed to improve appearance and to cut down heating requirements. The new ceiling is of ivory-colored insulating panel board in 12-in. squares, with a 12-in. border of the same material in a contrasting rose-tan color. Over the existing plaster walls, decorative grey asbestos-cement wallboard was applied, with a green wainscot of the same material, both being decorated with aluminum moldings in a modern horizontal design. Four cast-iron columns necessary for structural purposes were boxed in and finished similar to the walls. The floors, following necessary leveling, were covered with asphalt tile in a 12-in. square checkered design, with a 12-in. border, the main body of the floor covering being in marbled russet and green tones, while the border is in a contrasting marbled green-black.

To guard against cold blasts of air entering the building during the winter, a vestibule of glass blocks was built into the waiting room, and old paneled doors were removed and replaced with flush slab doors. All old wood trim around doors and windows was removed and replaced with wallboard and aluminum moldings. In harmony with the walls and floor, a light green paint finish was selected for all interior millwork.

Adding prominently to the new modern aspect of the old station interior, an old enclosed ticket office, recessed back from the waiting room proper, was opened into the waiting room by removing its grilled windows and separating brick partitions. Replacing the old ticket window front, a large ticket counter was extended out into the waiting room, which places the ticket agent in intimate contact with the public.

Harmonizing with the new tone values generally within the waiting room, the ticket counter is covered with green desk-top linoleum, with aluminum edging strip, while its front face is finished with green-tinted wallboard and aluminum moldings. On its work side, the counter is provided with drawers and compartments to take care of cash, supplies of literature, etc., as well as with recesses for a safe and a metal ticket case.

Modern Auxiliary Facilities

In the auxiliary facilities for patrons, the toilets for men and women were relocated and enlarged to provide additional toilet fixtures and a lounge for women. Both of the remodeled toilet rooms were provided with sand-finish plastered walls and ceilings above a five-foot wainscot of glazed tile, and with ceramic tile floors. In addition, four telephone booths and four locker-type checking cabinets were recessed in furred-out walls in one of the corridors leading to the waiting room, thus providing permanent, sanitary locations for these facilities in harmony with the modernized interior as a whole.

Supplementing these improvements in the strictly public facilities, modernly-equipped offices were provided for the local freight traffic agent and his force, and also for the local passenger agent, in both cases open to the waiting room in an effort to place these men in closer contact with the traveling public.

Completing the modernization of the station interior, fluorescent lighting was installed throughout the building; the old steam heating system was checked and ad-

justed as necessary, and the former exposed radiators were concealed in cabinet-type enclosures to harmonize with the interior treatment; and the waiting room and women's rest room were equipped with single, double and triple lounges, upholstered attractively in green, red and blue.

At Kirkwood, Mo., the station modernization work carried out was equally as complete and effective as that at Wichita, Warrensburg and Alexandria, but the archi-



The Old Station Waiting Room at Warrensburg, Mo., Was Outmoded and in Need of Extensive Repairs

tectural style adopted is entirely different to more nearly fit in with local conditions and desires. Here, Colonial treatment was incorporated in the interior, with a knotty pine wainscoting, approximately seven feet high, setting off sand-finish plaster walls and a ceiling fitted with hewn oak beams. Here also, all of the station furniture harmonizes with the Colonial style.

New Stations Built

The new station built to serve Arcadia and Ironton, Mo., replacing old frame stations at each of these two towns, and, likewise, the new station built at Piedmont, Mo., on the same main line to the South to replace inadequate facilities at that point, are in contrast with the structures already referred to, being of an English architectural style, in stone, adapted to the requirements of the sites. This is particularly true in the case of the Arcadia-Ironton station because of the suitability of this architecture to the landscape of Arcadia valley and the stone native to this territory.

In common with the station at Piedmont, the exterior walls of the Arcadia-Ironton station are of solid granite, quarried at Graniteville, Mo., and the roof is of tile shingles in variegated colors of green. Of interest, too, is the fact that both structures are thermally insulated throughout. In both structures, the English style is carried effectively into the waiting room. The ceilings are faced with knotty pine, beamed with adzed timbers. The walls are of sand-finish plaster painted ivory, while the floors are of quarry tile in various shades of red. Adding to this striking decorative effect in each case are a fireplace of granite and molded timbers and attractive wrought-iron lighting fixtures. The windows in the

buildings are of the metal casement type, with sectional glass, and quarry tile sills, and all of the windows are provided with screens. All doors throughout the buildings, as well as all interior wood finish and counters, are of natural oak. The only modernistic touch to the buildings is in the use of glass blocks in two, largely decorative, full-circle windows in the track side walls.

The Arcadia-Ironton Station

The Arcadia-Ironton station is 80 ft. long by 21 ft. wide, with a 20-ft. by 4-ft. projecting bay forming a part of the ticket office. The waiting room, at one end of the building, is 21 ft. 6 in. by 18 ft. 6 in. in area.

The ticket office, 17 ft. by 13 ft. in area, and conveniently located at one end of the waiting room, has plastered walls and ceiling and a quarry tile floor. Above an oak public counter, a single large ticket window is fitted with a wrought iron grille in decorative design.

Toilets for both men and women are located conveniently at one end of the waiting room, opposite the ticket office, with more or less private entrances from a small passage or vestibule from the waiting room itself. Both of these rooms are equipped with modern toilet fixtures and, in harmony with the general interior, have plaster walls and ceilings and floors of quarry tile.

A room for the handling of freight, baggage and express, with walls of granite and a concrete floor, also forms an integral part of the building. This room, 36 ft. 3 in. long by 18 ft. 6 in. wide, provides space for the



The New Station at Arcadia-Ironton, Mo., Shown Above, and the New Station at Piedmont, Mo., Are of an English Architectural Style, in Stone

boiler of the modern heating plant installed at the station, a coal-fired plant which supplies forced hot air to the various rooms through ducts in the gabled attic.

Outside, in an attractively shrubbed plot, the station is served by a bituminous macadam-paved driveway and parking area, and, on the track side, by a chatt-covered bituminous macadam platform, 600 ft. long by 12 ft. wide. The platform is provided with attractive modern lighting fixtures for night illumination, while the building proper, at all doors, is fitted with bronze lanterns contemporary in style to that of the building.

All of the station construction and modernization work described was carried out under the direction of A. A. Miller, chief engineer maintenance of way of the Missouri Pacific, while all plans and general supervision over the work were under the immediate supervision of A. L. Becker, architect of the road.

Shippers Fight Slackerism in Car-Saving Campaign

(Continued from page 293)

building sand and silica sand used in war production so that this vital raw material will not be delayed. Delays of four and five days have occurred, he said, because cars of silica sand have been mistaken for building sand, which has no priority, and have been taken from expedited trains and handled in later ones.

Circuitous routing by shippers and railroads was also criticized. It was suggested that railroads which insist upon moving cars to the farthest junction in order to secure the maximum of freight charges—although it means several days' delay—be forced to turn cars over to connecting lines at the nearest junction.

Some interruption in the transportation of civilian commerce must be expected during a war, railway officers replied to criticisms of service during recent weeks. The movement of 600,000 troops in five weeks, which required the use of many freight cars, it was explained, not only affected the car supply but slowed down the movement of civilian goods. The transportation situation was made more difficult by temperatures which reached 26 deg. below zero and snow falls which in some places measured 26 in.

Railroads Well Prepared

L. M. Betts, manager of the Car Service Division of the Association of American Railroads, asserted that the railroads do not want to ration transportation but are prepared to embargo any industry that has an accumulation of cars. The movement of troops dislocated the freight car supply, he said, but the cars are being returned to the owning railroads as soon as they are unloaded. As a result, trainloads of empties are being rushed across the country, regardless of the empty mileage hauls.

"While government traffic must naturally have preference in car supply and movement," he said, "it is believed that commercial traffic also will be fully and satisfactorily handled. The railroad program for the building of new cars and locomotives has been constantly aimed at the provision of sufficient transportation for all shippers, whether of war-time or peace-time commodities.

"The railroads would feel better satisfied with their situation if it had been possible to have obtained material for some 25,000 new freight cars ordered for delivery late in 1941 but which were not built as scheduled. However, under an allotment by OPM, materials have been assigned for building 36,000 cars and 926 locomotives during February, March and April. The railroad program calls for 114,000 new cars during the 12-month period from October 1, 1941, to protect the peak loading expected by the fall of this year. Of this number, nearly 25,000 were installed in the last three months of 1941. The railroads anticipate about 9,000 cars in January; then if 36,000 are built as now authorized in the next three months, 70,000 cars, or 60 per cent of the program, will have been protected. This would leave 45,000 cars to be provided in the following five months, for which it is hoped materials later will be authorized.

"The OPM allotment provides for building a much more generous share of the railroad locomotive program. The railroads had scheduled for the year ending October 1, 1942, a total of 974 locomotives—steam, electric and Diesel. The OPM allotment for the next three months provides for 926 locomotives. This is a wise provision,

since one of the easiest ways to 'make' cars is to move them faster.

"The uncertainty as to how fast war traffic will increase; how much the decrease in so-called non-essential traffic will offset that increase; how seasonal crop movements will affect car supply; what the requirements will be for peculiar and special types of cars—these and many other questions arise in our minds as we contemplate the possibilities of the transportation picture in 1942. The only answer possible is that competent and intelligent study is being given every phase of the situation, and the utmost effort is being made to anticipate probable trends and volume of demand.

"The railroads are prepared as never before for any eventuality. Never before has the industry been better organized or more thoroughly co-ordinated. Never before have there been available more effective supervision and control over car supply and distribution. Never before has there existed in any industry a closer or more satisfactory organized customer co-operation than exists through the shippers advisory boards and other industrial organizations. Never before have the railroads enjoyed a greater measure of public confidence or more intelligent and constructive regulation by national and state supervisory authorities. With all these constructive forces working in unison toward a common goal of adequate and efficient rail transportation, the future should be viewed with confidence. Now there has been added the Federal Director of Transportation in the able and competent person of Mr. Eastman, which lends further strength to the forces engaged in this endeavor."

Why Transportation Is So Vital in War

Transportation has limited the extent of war operations in the past and is now most essential in the conduct of the present conflict, Robert S. Henry, assistant to the president of the Association of American Railroads, told members of the Board and the Traffic Club of Chicago at a joint luncheon. He said in part:

"War, from the beginning of time, has meant movement—transportation. For ten thousand years, this movement was accomplished by the muscles of men and of animals. It was a severely limited movement. William Tecumseh Sherman, a great fighting man, who was an even greater organization and supply man, defined the limit when he said that no army depending upon supplies hauled by wagon could operate more than one hundred miles from its base, because the teams and men, going and coming, would 'consume the contents of the wagons.'

"And then a little more than three-quarters of a century ago there came into war a new sort of transportation—mechanized transportation by rail. It was used a little in the mobilization of troops by the United States in the war with Mexico. It was used a little in the wars of Europe before 1860. But it found its first real use in the American War between the States.

"That was the first mechanized war, the first railroad war. Its pattern was shaped largely by the pattern of the railroads. Its results were determined largely by the superior ability of the Union states to make use of that pattern.

"From that day to this, the instruments of mechanized mobility have vastly multiplied. This present war, above all conflicts in the past, is a war of swift movement and sudden surprise. The United States must and will be prepared for such movement as no other nation has been or will be. We must and will have the motorized equipment and the flying equipment needful for victory.

"But in the present preoccupation with these newer adjuncts of mobile war, we cannot forget that back of them, making them possible and at the same time making possible the whole war effort of the nation, and its daily life as well, is the greatest mechanized transportation of all—the immense mass carrying machine of the American railroads.

"You hear much of the Burma Road. You have a picture in your mind, I am sure, of a road scratched out of the mountain sides, along which columns of trucks shuttle back and forth with the supplies for fighting China. There are thousands of trucks in this vital service, most of them supplied by America. But you hear nothing of the other part of the Burma Road—the first 500 miles from Rangoon on the seacoast, up past Mandalay, by which supplies get to Lashio, where the motor truck haul begins. That 500 miles is railroad—narrow gage railroad, with grades as heavy as four per cent. Even so, with all its limitations as a railroad, that part of the transportation lifeline of China is able to lay down at Lashio a far greater quantity of supplies than the thousands of trucks are able to carry away into the interior.

"Figures from Rangoon were published only the other day, showing that to haul one ton of supplies from Lashio to the war areas in western China over the motorized part of the Burma Road requires five tons of gasoline for the going and returning trips. General Sherman's dictum still holds true. Where reliance must be placed on transportation by individual unit vehicles, the 'teams' still 'consume the contents of the wagons.'

"Fortunately, there is another sort of mechanized transportation—mass transportation—which has developed to its highest point in America. It is not suitable for all the needs of war or of peace. No one form of transportation is. But it does furnish the basic transportation of men and munitions, the backbone of the transportation system on which our whole effort depends. It is carried on on a special sort of road, the road of rails. It is carried on in a special composite vehicle—a vehicle made up of many separate cars, loaded at separate locations, assembled in trains for the particular movements to be made, and disassembled for unloading wherever the need is. That vehicle is the railroad train, pulled by a separate unit of power along a special highway of its own. In all the developments of the past half century, and in any development which we can see ahead, there is nothing which can take the place of this flexible, elastic, composite vehicle in meeting the mass transportation needs of America.

"The American transportation system as a whole, of course, is broader than the railroads. There always have been other carriers of great usefulness and importance, and there are such other carriers now, at the service of our country. In the broadest sense, not even all the carriers together constitute the whole transportation system. There is another part to it. That other part is you, and by you, I mean those who direct and control the flow of commerce and munitions. The transportation system of this country includes the carriers, whether by rail, by highway, by water or by air; but it includes more than the carriers—it includes the shipping forces and the receiving forces, the loaders and the unloaders. It includes those who direct the movement of traffic, whether as shippers or receivers of freight or as transportation agents, as well as the men who carry out those directions.

"It is a complete and indivisible whole, dependent for its smooth working upon the undivided co-operation of all its parts."

Roads Await Action On Steel For Track

ALTHOUGH the railroads have submitted revised estimates of their steel requirements to the War Production Board and have been pressing for the Board's acceptance of their program for the rail and other steel required for maintenance of way and structures during the first quarter of this year, no action was taken up to Thursday, despite the fact that one month of the year has about already passed and mills are now arranging their rolling schedules for February.

Orders from the railroads for their requirements for the first quarter have been in the hands of manufacturers for some time and some of the materials will reach the roads during the first three months even if no apportionment of steel is made by the War Production Board for railway track. However, OPM, prior to its absorption by WPB, established the policy of setting up a program for track as well as for equipment materials as a means of distributing the available steel among the various consumers entitled to receive any of it. Moreover, the railroads only have an A-10 rating on steel for maintenance and this rating is of little value in assuring on-time deliveries in the absence of some provision by the government to set aside tonnage for railroads. The railroads have also been anxious to obtain adequate quantities of rail and other track steel in time for use when labor gangs can work most effectively and when the material can be handled with the least interference with the car supply and train movements. The failure of the WPB to act on the railroad's program for track steel to date has therefore been disappointing to the railroads and also to some departments of the government which were co-operating with the railroads in reaching a decision.

WPB's allocations of steel plate to railroads for the month of February are also pending, which limits the action taken thus far by WPB or its predecessors on

railroad steel for delivery in 1941 to the tonnages of steel and other critical materials which the former Supply, Priorities and Allocation Board agreed should be made available to the railroads and equipment builders during the first quarter of the year for building and maintaining equipment, and to the allocations of steel plate made for the month of January. Only steel plate is allocated at the present time.

The materials for the equipment program authorized for the first three months call for the delivery of 1,767,530 tons of iron and steel, 19,985 tons of non-ferrous metals and 570 tons of rubber and are given more in detail in a table which has just been made public.

It is now being pointed out in WPB that this program does not direct manufacturers to lay aside a certain tonnage for the use of railroads or equipment builders during the three months and also that the allocations of steel plate in any month do not necessarily guarantee that the railroads will obtain all the steel authorized. The allotments as now explained, do not displace the need of using priority ratings and are rather in the nature of budgets for the use of WPB, manufacturers and railroads in planning requirements and regulating orders.

New Plate Sizes Urged

In an effort to relieve distress of railroads and other consumers in obtaining steel plate, the iron and steel branch of WPB again appealed to consumers of steel plate this week to adjust their requirements so that a

Sizes of Steel Plate Available at Strip Mills*

	Maximum		Length Inches
	Gage Inches	Width Inches	
American Rolling Mill			
Middletown, Ohio	3/4	60	80
Ashland, Ky.	3/4	51	58
Bethlehem Steel Co.			
Sparrows Pt., Md.	3/4	48	56
Lackawanna, N. Y.	3/4	72	79
Carnegie-Illinois			
Dravosburg, Pa.	3/4	73	80
Gary, Ind.	3/4	73	80
Gary, Ind.	3/4	30	38
McDonald, Ohio	3/4	36	43
Great Lakes Steel Co.			
Ecorse, Mich.	3/4	90	96
Ecorse, Mich.	3/4	30	34
Inland Steel Co.			
Indiana Harbor, Ind.	3/4	72	76
Indiana Harbor, Ind.	1/2	42	44
Jones & Laughlin Steel Corp.			
Pittsburgh, Pa.	3/4	90	96
Otis Steel Co.			
Cleveland, Ohio	3/4	72	77
Cleveland, Ohio	1/2	26	30
Republic Steel Co.			
Cleveland, Ohio	3/4	90	98
Warren, Ohio	3/4	36	42
Warren, Ohio	1 1/2	11	14
Wheeling Steel Corp.			
Steubenville, Ohio	3/4	48	60
Youngstown Sheet & Tube Co.			
Youngstown, Ohio	3/4	72	79
E. Chicago, Ind.	3/16	48	54

* Minimum quantity per item desired for strip mill production—10 tons.

Net Tons of Critical Materials Approved by WPB for Domestic Railroad Program, First Calendar Quarter, 1942

Material	New Locomotives	New Cars	Repairs to Locomotives and cars*	Total
Billets and slabs	4,028	13,986	10,682	28,696
Plates, firebox	3,895		13,242	17,137
Plates, other	9,970	177,141	169,822	356,933
Structural shapes	2,823	138,451	66,983	208,257
Bars, hot rolled, carbon	4,684	13,611	55,381	73,676
Bars, hot rolled, alloy	280		85	365
Bars, cold finished	246		14	260
Bars, stainless	6			6
Pipes and tubes	3,009	3,787	133	6,929
Wire and wire products	152		9	161
Sheet and strip	3,224	74,880	21,813	99,917
Tool steel	60		3	63
Steel wheels	1,682	22,948		
Axles	691	65,655	105,881	219,767
Other forgings	2,700	20,210		
Steel castings	17,883	136,673	93,570	248,126
Misc. bolts, springs, etc.	1,060	30,372	122,168	153,600
Total steel	56,393	697,714	663,786	1,413,893
Cast iron wheels		89,128	213,000	**302,128
Grey iron castings	5,400		46,109	51,509
Total cast iron	5,400	89,128	259,109	353,637
Total iron and steel	61,793	786,842	922,895	1,767,530
Aluminum		4	192	196
Antimony		82	355	437
Chromium			24	24
Copper	683	2,248	4,000	6,931
Lead	289	1,415	6,400	8,104
Nickel	105		201	306
Tin	122	255	1,817	2,194
Titanium			192	192
Zinc	7	441	1,153	1,601
Total non-ferrous metals	1,206	4,445	14,334	19,985
Rubber		70	500	570

* Includes material for construction of new locomotives in railroad shops.

** Includes scrap wheels and new material which is 40 per cent pig iron and 60 per cent scrap.

smaller proportion of their needs could be ordered from plate mills and a larger proportion from strip mills. It was brought out that the mills now have a plate capacity of 950,000 tons a month, including from 350,000 tons to 400,000 tons of plate from shear mills, 150,000 tons of universal plate and 400,000 tons of wide and narrow plate from strip mills. The bottleneck in steel plate production is now in the mills producing the wide plate and it can be relieved only by reducing the size of much steel plate to permit its manufacture to a larger extent in the strip mills. According to an announcement on Wednesday, 20 to 25 strip mills are available for making steel plates, of which 10 can make plate 72 inches

wide and 3 can make plate in widths up to 90 inches. The location of these mills and the sizes of plate which each mill can produce are given in a table.

In appealing to consumers to redesign their equipment, wherever possible, to permit the use of the smaller sizes of steel plate, it was acknowledged by the iron and steel branch of WPB that the railroads had arranged to use steel sheets in widths not to exceed 72 inches for car construction, but it was stated that railroads do not seem to want 48-inch sheet and are still trying to get 110-inch plate which can only be produced in shear mills. There are from 3,000 to 5,000 buyers of steel plate and sheet, it was pointed out, and the demands on the plate mills by the war industries for steel is so large that it is only by the more widespread adoption of smaller dimensions that the tension can be reduced and deliveries of plate to important consumers expedited.

Rails Move 600,000 of Armed Forces In 7 Weeks

A TOTAL of 600,000 of the armed forces of the United States, the largest number ever to be transported by rail in the same period, were shifted by the railroads during the period between December 7 and January 19. The shifting of one third of the army was made to strengthen Hawaii and the west coast and to pave the way for sending reinforcements to the southwest Pacific and other theaters of the war. Every army post and camp was effected.

The whole troop movement was achieved with the loss of only one man, a cook who was killed in a minor accident, and its success was the result of a plan formulated in 1918 and perfected since, by the military branches of the government, the Interterritorial Military Committee consisting of the chairman of the territorial passenger associations, and the Military Transportation Section of the Association of American Railroads. The performance of the railroads is even more remarkable in view of the fact that each outfit carried its own material, supplies and horses.

The entire program was directed by the Interterritorial Military Committee and the military branches of the government with the Military Transport Section and individual railroads co-operating. So fast was the program thrown into gear, that within a few hours after the bombing of Pearl Harbor, at 6:45 a. m. on Sunday December 7, loaded mixed trains of sleeping, baggage, box, refrigerator and flat cars were streaking across the continent.

Although the 600,000 averaged about 12,500 troops per day during the 49 day period, there were days when the number of troops enroute on the railroads exceeded 100,000.

The movement of specific army and navy forces was determined by military officers in Washington. In the case of the army, the Quartermaster General notified the Military Transportation Section of the Car Service Division of the Association of American Railroads at Washington of the specific movement, including the points of origin and destination, the number of officers and men, and the number of sleeping cars, coaches, baggage cars, dining cars and freight cars. Upon receipt of the request, the information was teletyped to the military bureaus of the territorial passenger associations involved in the movement, and each set up the routing in its territory. After the routing was approved by the

Quartermaster General, the territorial passenger association relayed this information to the originating carrier and also notified each railroad that would participate in the movement of the trains. At the same time, the Military Transport Section notified its representatives and the operating departments of participating railroads. The originating railroad worked out the schedule of the trains and transmitted the schedule to each connecting line. When the originating line could not supply the required freight and passenger cars, it called upon the Car Service Division which, through its representatives, secured the cars from other railroads.

Army movements in the Western Military Area on the West Coast were arranged by the command in that area and a representative of the Western Military Bureau at San Francisco, Cal. who had direct teletype communication with the headquarters of the Bureau at Chicago. This representative notified railroads as to train movements in this area.

The navy and marine movements were handled through the Military Transportation Section and the Interterritorial Military Committee in the same manner as were those of the army. However, movements in the western territory were handled through the Western Military Bureau at Chicago and those in all territories involving less than 50 men were handled directly with the territorial association having jurisdiction in the territory in which the movement originated. The handling of navy forces differed from the handling of army forces in that a larger number of dining cars were required. The army carried field kitchens which were set up in baggage cars but since the navy units do not carry field kitchens, the railroads had to supply dining cars in which the men could be fed enroute.

Throughout the seven weeks the territorial associations were on duty 24 hours a day and operated with three shifts, 8:30 a.m. to 5 p.m., 5 p.m. to 12 midnight and 12 to 8:30 a.m. They will continue to operate 24 hours a day for the duration of the war. The work of the territorial associations, including the New England Passenger Association at Boston, Mass., the Trunk Line Association at New York, the Southern Passenger Association at Atlanta, Ga., the Central Passenger Association at Chicago, and Western Military Bureau which embraces the Southwestern Passenger Association at St. Louis, Mo., the Western Passenger Association at Chicago and the Transcontinental Passenger Association at Chicago, and the work of the Military Transportation Section was co-ordinated and speeded up by the use of teletype machines located in each office and inter-connected.

Originating and Connecting Lines Function Smoothly

While the entire organization of the railroads was simple in form and functioned smoothly, the originating and connecting lines at times were called upon to accomplish difficult feats. A few of the incidents connected with the movement indicate the magnitude of the task and the all-out efforts made by railway men to make it successful. Orders for cars varied from 5 to 50 per train and were received at any time during the 24 hours of the day. A fighting division required 64 trains.

One railroad moved 200,000 soldiers and their material from six camps on its lines. Another had 60 trains on its tracks on each of three consecutive days and as a result had to annul one of its regular passenger trains on these days.

One motorized outfit was moved by train more than 3,000 miles. This outfit moved in four trains that were assembled on short notice. One included 5 tourist sleep-

ing cars, a kitchen car, and 29 flat cars; another, 3 tourist sleeping cars, a kitchen car, 2 box cars and 20 flat cars; a third, 7 tourist sleeping cars, a kitchen car, 2 box cars and 19 flat cars; and the fourth, 5 tourist sleeping cars, 2 box cars and 27 flat cars.

The record of this gigantic movement is resplendent with instances of extreme co-operation among individual railroads. One general superintendent of transportation, for example, was awakened at 2:30 a.m. one morning by a competing railroad which had just received orders to move a large number of troops and which had already used all available freight and passenger cars in previous movements. Upon this appeal, the general superintendent immediately issued the necessary orders and by 8 a.m. that day the requested cars had been moved several miles and spotted for loading.

Besides furnishing transportation, the railroads assisted the army and navy in many other ways. Orders to move frequently came at a time when much of the personnel was on furlough or leave. The recall of these men was facilitated by the railroads which assisted in locating the men and which provided automobile and train transportation to the camp.

A total of 600,000 men was transported by rail in seven weeks, but the transportation of armed forces has continued at a rapid rate. Just recently one railroad received a request for 1,500 flat cars, 286 automobile cars, 200 tourist sleeping cars, and 89 baggage cars for the movement of one unit.

New Books...

History—Brotherhood Railway Carmen of America, by Leonard Painter. 228 pages. 9 in. by 6 in. Bound in cloth. Published by the Brotherhood Railway Carmen of America, Kansas City, Mo.

This is a history of the Brotherhood Railway Carmen of America from its inception on October 27, 1888, to the present day. All of the records of the union were made available to its author. Further than that, the work is his own, and the views expressed are those of a professional writer and not of the brotherhood itself.

As might be expected, however, of a "labor" writer, the work is full of abuse of railroad management and ownership and drags in all the "dead cats" of watered stock, over-capitalization and gold bricks under the president's office. Most of these blasts consist of quotations from dubious sources. One, for example, from the defunct "Twentieth Century Magazine" accuses the Reading (multiple-tracked in urban territory) of financial malpractice because its capitalization per mile of road was considerably greater than that of the Santa Fe (single track through unsettled regions); and ends by averring that any railroad can be built for a maximum of \$10,000 per mile.

Nevertheless, except where the author departs from his theme to take pot-shots, the history itself is well written and is a highly-moving account of the efforts of a not-so-well-off class of men to better their condition; the story of the brotherhood since the formation of the original predecessor organization by seven car inspectors in Cedar Rapids, Iowa, up to the present widespread organization in the United States and Canada of more than 90,000 members. Having no money for promotional work, the first grand chief—W. H. Ronemus—obtained the names of car inspectors in other parts of the country from defect cards attached to the sills of railroad cars passing through Cedar Rapids, and sent hand-written letters to the strangers explaining that a brotherhood had been organized. The chief paid most of the postage out of his own salary as foreman of car inspectors. Only a month after the organization of this society, another organization of carmen was initiated at Minneapolis, Minn., which was amalgamated with the first brotherhood two years later. In 1891 the journal of the brotherhood was first published and a

general principle of supporting candidates for public office who were friendly to labor—regardless of party affiliations—initiated.

The brotherhood sustained a severe blow from a controversy among its officers whether it should join with Debs' American Railway Union and thereby subscribe to the "one big union" idea. The brotherhood stayed out but its membership suffered severely through the crisis. In 1905, after years of sitting on the fence, the union officially opposed the introduction of piecework. In 1911 it affiliated with the American Federation of Labor. Probably the most significant chapters of the book relate to the union's experiences in the big shopmen's strike of 1922 when it lost hold of a large part of its field and a large majority of its members. It has since fought its way back and today has intensive representation.

Principles of Inland Transportation, by Stuart Daggett, Professor of Transportation, University of California. 906 pages. 9 1/4 in. by 6 1/8 in. Bound in cloth. Published by Harper & Brothers. Price \$4.

This, the third edition of a well-known textbook on transportation by one of the country's most penetrating and engaging writers on the subject, is very largely re-written. The chief change in form consists in the segregation of the chapters of the book into nine groups. What is probably more important than this, however, is the attempt which the author has made to simplify discussion in the earlier portions of the book by transferring the treatment of complicated situations to later sections. The object, according to the preface, "is to provide the reader with more complete knowledge of basic facts before difficulties are thrust upon him."

Chapters on French, German, and English railroads, a chapter on street and interurban railways, a separate chapter on motor trucks, a chapter on valuation, and most of the discussion of railroad administration during the World War—which appeared in the second edition—have been omitted. In their places are additions to the material presented in the second edition. The most important of these consist of new chapters on railroad classification and tariffs, theories of location, co-ordination, labor, finance, regulation of air transport, and national transportation policies. Coal and steel have been substituted for cotton in the discussion of commodity movements.

The new chapter on theories of location explores the reasons for the relative location of various industries and markets. Of the six or seven long-accepted writers of college texts on transportation in this country, Professor Daggett is perhaps the outstanding specialist in the fundamental theories of the effect of transportation on any given economic system. And this new chapter is unquestionably an important contribution to the body of accessible transportation literature. The author adds that theories of location are currently the subject of considerable controversy and that systematic study of them is an activity "in which the serious student of transportation can be encouraged to indulge."

In discussing the popular idea that the government should help pay for transportation facilities because of their social benefits, the writer cites three possible flaws in the arguments of the subsidy-seekers: "In the first place, as we have just seen, the calculation of the indirect benefits which will follow new transport is difficult to make. In the second place, the building of better routes is not the only way of advancing the national welfare, nor necessarily the best when a country is already reasonably well supplied. And finally, it should not be forgotten that state resources are derived from individual contributions. A government, in collecting taxes, reduces the ability of the taxpayer to develop capital equipment from which social benefits also may be obtained, and the direct and indirect gains from state aid to or state construction of transport must be balanced against the direct and indirect losses which the restrictions of private enterprise entail."

Professor Daggett's treatment of transportation policies—while inclusive and fair as any college text should be—reveals him to be a staunch advocate of free enterprise and an enemy of subsidy hocus-pocus. Asserting that the public interest demands that each transport agency should "find its level unaffected by sentiment," he writes: "There are no sound arguments to support a multiplication of transport facilities for the sake of variety alone, and, in the long run, there is no admissible public policy save one of equal treatment to all forms of transportation and

refusal to support those kinds of enterprise which cannot stand upon their own feet."

He exposes the fallacy of the Inland Waterways Corporation as a "yardstick" of transportation costs. He believes that undue government preference for canal and river transport is proved, but that "the facts with respect to motor vehicles are not yet clear." In the latter connection he presents the complete arguments given by the railroads and their competitors so that the student may draw his own conclusions. The author does go so far as to say, however, that the railroads' complaints against the "social-use" theory of highway land costs are probably justified and suggests, that to remedy the discrimination the government recognize a "land" or "community" use incident to railroad rights-of-way. This, in theory. In practice, "sound policy would seem to require the imposition of heavier burdens upon motor transport than motor vehicles now bear."

In his analysis of rates, the author presents a lucid critique of minimum rate control by the Interstate Commerce Commission, pointing out that it is a dangerous power and that it "can never provide a permanent remedy for an unsatisfactory revenue situation in the transport or in any other industry because its effect is exhausted when it has produced a margin between cost and income in an individual transaction."

For the future he desires to see, among other things, some immediate financial assistance to the railroads; fuller control over waterways; the encouragement of consolidation of different kinds of transport agents into "transportation units"—"the ideal unit of the future," and equality of opportunity open to all. "If the government does not treat different agencies of transport with impartiality, then two sorts of losses will appear. In the first place, the community will suffer because it will be induced to use an inferior rather than a superior device. In the second place, persons who have invested labor or capital in some enterprises will suffer loss. Others will gain some part of what these workers and investors have sacrificed, but not all of it; and no public interest will be served by the transfer from one to another group."

Trains in Transition, by Lucius Beebe. 210 pages. 11 in. by 8 in. Bound in cloth. Published by the D. Appleton-Century Company, New York. Price \$5.

Books of fine photographs of trains apparently find plenty of buyers, even at the steep price of \$5—for Lucius Beebe, the elegant newspaper writer on the trivialities of the café and theatre and, for a hobby, an ardent railroad fan and photographer of trains in action, has brought out his third volume of this character in the course of the last two years. Actually, the title of the book is not especially descriptive—because Mr. Beebe's selection of photographs includes plenty of old-timers, the narrow-gagers and minor mid-Western freight trains—favorites which appear in the two previous published exemplars of his avocation—"High Iron" and "Highliners."

The text, however, does conform more closely to the title. Unlike that in the former Beebe volumes, it is lengthy and detailed. Chapter one describes in a pointed and emphatic way the amazing improvements in freight train service since the last war. This is a fine dramatization of the elimination of the drag and the peddler which is bringing back tonnage to what the author terms "legitimate carriers." Some six pages of the text review railroad advertisements which appeared in the first Freight Progress Issue of the *Railway Age* and the latter portion of the chapter seems to be a resumé of the text of that issue. Chapter two is a description of the development of the Diesel-electric locomotive and a simplified presentation of its operation to match Mr. Beebe's popular description of a steam locomotive in a former volume. Chapter three is more in the customary Beebe literary style, being a long list of the railroad experiences which the author treasures. Chapter four is a witty and penetrating description of passenger trains he has ridden. The entire textual section of the book is written in the racy, fevered prose in which the author is adept.

The photographs are notable for their clarity and rarity. The author has covered the country with a fine-comb and stalked his quarry in the most out-of-the-way places at all hours of night and day. His own photographs comprise approximately two-thirds of the collection, while well-selected products of other photographers fill out the consist.

As in his other works Mr. Beebe is occasionally inclined to be somewhat careless in checking facts. For instance, consider these statements of his:

- Page 13—The first Diesel-electric passenger train was built in 1933.
- Page 19—Harlowtown is a division point on the Milwaukee.
- Page 21—The power reverse gear of a locomotive is described as a "Johnson bar."
- Page 27—The narrow-gage lines of the D. & R. G. W. show a profit where no standard-gage road could survive economically.
- Page 63—A Reading train approaching New York is described as hauling freight out of Pittsburgh and Scranton.
- Page 68—"This rare type of road engine, a 2-8-0."
- Page 148—The author describes Engine No. 501 on the Chicago & Illinois Midland as "ancient," "a veteran" and "an aged mill." The locomotive was built in 1927.
- Page 190—The New York-Chicago all-coach train of the New York Central is described as the "Pathfinder."

The author is also incorrect in his textual description of the control of acceleration on a Diesel-electric locomotive. In effect he reverses and ignores the direct tie-up between the "throttle" and supply of fuel to the Diesel engines themselves.

Fares, Please!, by John Anderson Miller. 204 pages. 9 3/4 in. by 6 1/2 in. Bound in cloth. Published by the D. Appleton-Century Company, New York. Price \$3.50.

Books on urban transit are almost entirely technical in nature and even these have been few during the past decade. Hence this popular description of the past and present of street and interurban railways, city buses and elevated and subway rapid transit lines comes as an entirely new contribution to the literature of transportation. Its author has been editor of "Transit Journal" since 1930 and knows how to write, with a peculiar gift of selection. In his post as editor of one of the oldest business papers in the country (the "Electric Railway Journal" was established in 1886), he has had access to the most accurate historical records and is an outstanding authority on present-day practice and trends.

Since the principles of electric traction utilized by trunk-line railroads on electrified lines and Diesel-electric locomotives were pioneered and worked out by the urban and interurban electric railway industry, and local transit and the steam railroads have had so much in common in competition from jitneys and buses on the one hand and trucks on the other, there is much in this tale of achievement to interest the steam railroad industry. Those who remember horse-cars and cable-cars and the early buses will be especially delighted by the more than 120 illustrations which the author has rescued from limbo, most of which have not heretofore been publicly available.

Transportation and National Defense, by Joseph L. White. 91 pages. 8 1/2 in. by 5 1/2 in. Bound in cloth. Published by the University of Pennsylvania Press, Philadelphia, Pa. Price \$1.50.

This little book is a convenient summary of the most trustworthy data available on current transportation facilities, together with the pros and cons of important controversies in this field. Consisting of the text of four lectures delivered at Lafayette College under the Edward Eugene Loomis Memorial Foundation, the book introduces no material that is new but rather reviews the best of what there is—for an audience which is educated but is not comprised of specialists in transportation.

Mr. White's wide experience makes him a happy selection to deliver the lectures on this subject. Recently appointed executive assistant to Director Eastman of O. D. T., the author has for years been a transportation statistician and analyst, having served with the National Resources Planning Board and also with Mr. Eastman in the Co-ordinator period. He is the author of several books translating the statistics of railroad operation into useful management devices. The four lectures cover (1) Railroad Regulation and the National Defense program; (2) The Growth of Highway Transportation Since 1920; (3) Inland Transportation by Waterway, Pipe Line, and Airway; (4) The St. Lawrence Waterway. The first lecture covers more ground than its title indicates, since it reviews railroad traffic, earnings, labor problems, etc., in a broad way. The last lecture presents the history of the St. Lawrence project and reviews the main arguments of both sides. The author remains non-committal. A large map insert supplements the textual section on transport facilities.

NEWS

Firemen's Assets At 26 Millions

Reported to have 36 per cent
of total assets of 117 unions—
Robertson explains

The recent report on the progress of the defense effort by the House naval affairs committee has some comment to make on what it calls the "tremendous financial gains made by labor organizations during the period of the defense effort and the vast amount of funds and assets in their treasuries." Specifically, the report found that 117 out of 162 national and international unions making replies to the committee's questionnaire had a total membership of 6,085,832, and that these 117 unions had total net assets of \$71,915,665 on October 1, 1939. Moreover, the committee found that these assets as of March 31, 1941, had increased to \$82,594,959, a net gain of \$10,679,294, or 14.8 per cent.

During the period from October 1, 1939, to March 31, 1941, the committee found that the 117 unions reported receipts of \$81,043,369 and disbursements of \$68,860,244, resulting in a gain of \$12,183,125. The Brotherhood of Locomotive Firemen & Enginemen was shown as having reported net assets as of March 31, 1941, of \$25,997,034, a gain of \$1,254,492 over October 1, 1939.

Soon after the report was made public, Representative Shannon, Democrat of Missouri, inserted in the Congressional Record a letter from D. B. Robertson, president of the B. of L. F. & E., in which he denied that his union had made any financial gains from the defense effort and went on to point out that a great part of the funds in his union's treasury were kept there for insurance benefit payments.

The committee proceeded to recommend that suitable legislation be enacted requiring all labor unions (along with other special interest groups) to register with a suitable governmental body and furnish pertinent information concerning their officers, members, and financial conditions at periodic intervals.

Following up his committee's specific recommendation on this matter, Representative Vinson, Democrat of Georgia, and chairman of the House Naval Affairs committee, introduced H. R. 6444, a bill which would provide for the registration of labor organizations, business and trade associations.

Under the bill all labor organizations and all trade associations would be re-

quired to file with the Secretary of Commerce the names, addresses, compensation, and terms of office of the president, vice-presidents, secretary, treasurer, and other principal officers, and the directors, trustees, or members of the governing bodies. Also, such organizations would have to file financial information showing in detail the assets and liabilities of the registrant as of the close of its preceding fiscal year, its receipts and expenditures during such fiscal year, and such other information as the Secretary of Commerce may require. In the case of a trade association the names, addresses, and contributions or assessments of its members would also have to be filed.

In the case of a labor organization, the bill would require the filing of the names and addresses of any employers with which such organization has any agreement or agreements, and the terms thereof, relating to the wages, rates of pay, hours of work, or other conditions of employment of employees represented by such organization.

Also, Representative Vinson's measure would require that annual reports from all labor organizations and trade associations be filed not later than 180 days after the close of their fiscal year. Stiff penalties are provided for the filing of any false or misleading information or the refusal to file, such as a fine of \$5,000 and imprisonment for not more than one year or both for officers or directors of the organizations.

The bill further provides that the activities of a labor organization shall be deemed to affect commerce, within the meaning of this act, if such labor organization represents or claims to represent an employee of an employer engaged in commerce or in the production, preparation, or transportation of articles for or in commerce. The activities of a trade association would be deemed to affect commerce if any of the members of such association are engaged in the production, preparation, or transportation of articles for or in commerce.

Under these definitions the railroad labor organizations and the Association of American Railroads would be included in the provisions of the bill.

RFC Members Are Confirmed

The Senate has confirmed the reappointments of Charles T. Fisher, Jr., Charles B. Henderson, Sam H. Husbands, Howard J. Klossner, and H. A. Mulligan as members of the board of directors of the Reconstruction Finance Corporation. On January 28, Jesse Jones, Federal Loan Administrator, announced the reelection of Mr. Henderson as chairman of the board of directors of the RFC.

Materials Still Concern Eastman

Reveals to House committee
his fear lest transport be
inadequately supplied

The release this week of testimony before a subcommittee of the House appropriations committee which held hearings on the budget estimates of the Interstate Commerce Commission and other independent agencies for the fiscal year beginning July 1, 1943, reveals that at least one member of the subcommittee feels that there is no present justification for the government taking over the operation of the railroads. This belief was expressed during the hearings by Representative Houston, Democrat of Kansas, who declared that "the way the transportation system is functioning, I do not see any justification for the government taking over the railroads to operate, if they should continue to operate as they have in the past."

This view was acquiesced in by Interstate Commerce Commission Chairman Joseph B. Eastman, who has only recently assumed the position of Director of Defense Transportation, and who was the principal witness before the subcommittee.

Later in the week the appropriations committee reported out and the House passed the Independent Offices bill, H. R. 6430, which carried an item of \$9,557,809, the amount requested for the commission by the Bureau of the Budget. This figure compares with an actual appropriation of \$9,322,750 for the fiscal year 1942.

The bill also carried funds for the grade crossing elimination work of the Public Roads Administration. The Bureau of the Budget had requested an item of \$22,000,000, and this is the figure that the House approved for this work.

At one point in the testimony Representative Houston wanted to know whether the railroads are building "a great number of freight cars, coal cars, and things of that sort that will be necessary under the present emergency." "They have quite a number on order," replied Mr. Eastman. "They were criticized at first because they did not order enough. Now, they are experiencing difficulty in getting the necessary materials for the construction of those that they have ordered. And that is, I think, the principal danger point right now, so far as the railroads are concerned: That they will not be able to get the steel and other metals necessary for the construction."

(Continued on page 315)

New Rules for I. C. C. Practice

Proposes standard "prayer book" to replace present lack of consistent ritual

A proposed revision of its rules of practice has been made public by the Interstate Commerce Commission "in the nature of a proposed report." An accompanying notice from I. C. C. Secretary W. P. Bartel said that "the important additions to the commission's jurisdiction, and the many amendments to the substantive and procedural provisions of existing law administered by the commission, effected by the Transportation Act of 1940, necessitate both revision and amplification of the commission's procedural rules."

The proposed revision is embodied in a document of 88 multilithed pages. It was prepared by the commission's staff after a series of studies and conferences participated in by the commission's committee on rules and reports and a special committee of three representing the Association of Interstate Commerce Commission Practitioners. The present draft, Secretary Bartel said, "is entirely without prejudice to further consideration after open discussion. Comment upon and criticism of the draft are invited. The submission may include a request for public hearing or oral argument, if either is desired. . . ." Such submissions should be filed on or before March 20.

The present rules of practice originally prescribed for Part I of the Interstate Commerce Act are in printed form; the special rules relating to Part II, the Motor Carrier Act, are available only in mimeographed form; and no special rules have yet been prescribed for Part III, which covers the regulation of water carriers.

The proposed revision brings the rules covering all parts of the act, as well as related statutes administered by the commission, into a single compilation.

Among other proposals, the revision would divide proceedings into three classes: Complaints, applications, and investigations. Application proceedings would cover prayers for the granting of any right, privilege or authority under the act; investigation proceedings are defined as matters instituted on the commission's own motion. The present rules do not attempt any classification of the different types of proceedings. With respect to practitioners, it is proposed to impose a fee of \$10 upon admission to the commission's bar. There is no fee at present. Also, an applicant for admission would have to reveal, in addition to information presently required, whether his right to practice had ever been revoked before any court, commission, or administrative agency.

For the first time rules are proposed for boards of commission employees to which cases may be assigned. Such provisions are grouped with those covering joint boards of state representatives which now

make recommended findings in certain Motor-Act cases. With respect to pleadings, the proposed rules cover specifications as to the type and size of paper, etc., the number of copies, and verification. Also, a pleading filed prior to oral hearing in any proceeding would constitute part of the record therein without special admission or incorporation, but a witness would have to be available for cross-examination. This is new so far as general practice is concerned. Other proposals on pleadings would end the present practice whereby pleadings living in the far West are accorded additional filing time; and establish new requirements stipulating that the certificate of service shall show "simultaneous" service upon other parties, and that service, if other than in person, must be "by first-class mail."

Another new provision would cover default in I. & S. cases. With respect to modified procedure, the present shortened procedure, which is based on consent, would be discontinued and in its stead a procedure established which would permit of compulsory filing and service of pleadings in formal-complaint proceedings with a view to limiting the matters upon which subsequent oral evidence, if any, would be introduced. Provisions covering prehearing conferences are included; and they expressly provide that facts disclosed at such conferences shall be held confidential. With respect to intervention it is proposed that a petition for leave to intervene not tendered at the hearing in an application proceeding under Part II shall be served by the petitioner. Under the present rules the commission undertakes to serve all petitions in intervention. Participation in commission proceedings without the filing of a petition in intervention would be permitted under certain circumstances in investigation and abandonment proceedings; in all other cases participation would only be upon petition to intervene. This represents a change in the present motor carrier rule, under which intervention is permitted without formal petition upon the disclosure of certain interest in the case.

The proposed rules relating to evidence provide that evidence admissible under rules of general federal law shall also be admissible before the commission, but the commission reserves the right to relax such rules. "Canned" testimony expressly is made permissible. No free copies of any transcript would be furnished in the future. Reply briefs would be permitted under certain circumstances not permitted under present rules. With respect to reconsideration, it would be provided that a non-party may seek reconsideration of a decision provided petition for leave to intervene is also filed. The only limitation for the filing of reconsideration petitions would be one of 60 days applicable in reparation cases; the present 30-day limitation in rules 9 and 10 of the motor-carrier rules would not be retained. A second petition on the same ground which has been considered and denied by the entire commission or by an "appellate division" is not to be entertained. This is the first time any rule has been proposed covering appellate divisions which the 1940 act authorized the commission to set up.

War Transport— Whose Job Is It?

Eastman does not want to issue orders—Thus carriers share "Co-responsibility"

Asserting that "in the end it will do no good, and it may do much harm, to distribute supplies of critical materials as between production and transportation in a way that will impair the effective functioning of transportation as an essential part of the defense mechanism," Director Joseph B. Eastman of the Office of Defense Transportation this week told the National Council of Private Motor Truck Owners that his duties, as he sees them, contemplate an undertaking "to prevent such results, if possible." Much of the transportation performed by the so-called private truck, Mr. Eastman said, "is related directly to the war effort"; and he referred also to the role of the truck in coordinated rail-highway operations, saying that the Pennsylvania Railroad, directly and indirectly one of the largest single operators of trucks in the United States, would be seriously affected in its rail operations if it lost the use of trucks.

Discussing the materials situation, the ODT director said that the duty of rationing tires and parts for motor vehicles should be entrusted to his office. Such rationing to "civilian" users is now under the direction of Leon Henderson, administrator of the office of Price Administration.

Before getting into his discussion of the role of the private truck, Mr. Eastman had outlined briefly his conception of his role as ODT director, emphasizing again his previously-expressed intention to avoid any unnecessary interference with management. The order creating ODT, he said, left "the immediate task of management and operation" to the private owners of transportation agencies, and "I shall not undertake to usurp it." Pointing out that, unlike the situation in World War I, traffic has thus far been handled "splendidly," Mr. Eastman went on to say that ODT was thus "not created because of what has happened in transportation, but to safeguard the future."

"The Office of Defense Transportation," he continued, "was created, I take it, to centralize government responsibility in the war effort for domestic transportation of all kinds, and to provide leadership, not only for the government departments which have functions relating to such transportation, but also for the various carrier groups. The Executive Order which created the Office uses terms, for the most part, which reflect this policy of leadership, coordination, and cooperation, but upon a background of ultimate power and authority which can be brought into action, if necessary, and if the present wording is in any respect insufficient, by changes in the order or by legislation.

"The fact is that as Director of Defense Transportation I shall be held to account, if anything goes wrong with transportation from now on. This is inevitable and proper. But at the same time a co-responsibil-

ity rests on the private owners of the means of transportation. . . . Fortunately we all have the same aim, namely to win the war; I have received most gratifying and unanimous offers of co-operation on the part of both carriers and shippers, including the government agencies; and I have every expectation that they will make good on those offers. Much depends upon my wisdom and powers of leadership. I hope they will suffice.

"I am undertaking to set up an organization broad enough to cover the responsibilities which the Executive Order places upon me and which are very heavy. Realizing my own deficiencies, I have tried to select for the key positions in this organization men with extensive practical experience, each in his own line, of marked ability, and possessed of courage, energy, and particularly of initiative, for I want them to be self-starters. I believe I have found such men. Many of them have come to me at very considerable personal sacrifice, and only because of their desire to contribute to the war effort. The same is true of men that they are selecting for their immediate assistants. We aim to keep the total number of employees as small as possible, and to make full use of the proffered help of government agencies, both federal and state, and of carrier, shipper, and other private organizations. My staff, however, is planned to be one that will be capable of whatever expansion may prove necessary, for I must be ready to act whenever, wherever, and however action may be required."

From this "general introduction" Mr. Eastman proceeded to his discussion of the more immediate problems of the private truck owners. As noted above, he assured them of his feeling that their operations play an important part in the war effort. "The Office of Defense Transportation," he added, "clearly extends to the transportation which you conduct, and you may be sure that I realize that fact and shall act accordingly." In closing Mr. Eastman referred to reports he had heard that some of the private truck owners "are apprehensive that an attempt may be made to bring private carriers in some way within the fold of public regulation, like the for-hire carriers under the Motor Carrier Act." Commenting on such reports, he had this to say: "My responsibility is to see to it that transportation functions efficiently and effectively in the war effort. I see no present reason why I should concern myself with this problem of regulation, and if I should later by any chance be of a different mind, you may be sure that I shall let you know and solicit your views before arriving at any conclusions."

Plans for Post-War Socialism

In the post-war period this country will be faced with "plenty of work to do," including the need "to rehabilitate and modernize our transportation system—by land, water, and air," according to conclusions advanced in a pamphlet entitled "After The War—Full Employment," which was issued on January 28 by the National Resources Planning Board. The pamphlet was written by Dr. Alvin H. Hansen, Littauer professor of economics at Harvard

New Company Takes Over Norfolk Southern

The Norfolk Southern railway company, Norfolk, Va., announced on January 22 that it has taken possession of properties of the Norfolk Southern railroad company, effective as of January 1, 1942. On January 21 the board of directors of the new company confirmed the election as president of Morris S. Hawkins, former co-receiver of the road, and elected the new officers of the company, whose names and former positions are reported in the personal columns of this issue. The Norfolk Southern has been in equity receivership since 1932 and was sold to the new company last March.

University and special economic adviser to the Board of Governors of the Federal Reserve System.

While his treatise touches also upon many other matters, Dr. Hansen's ideas with respect to post-war planning for transport seem to run along somewhat the same lines as those in the discussion of "Transportation Problems and Future Development" which was embodied in the Resources Board report recently sent to Congress by President Roosevelt, as noted in the *Railway Age* of January 24, page 252. He calls for "a positive program of post-war economic expansion and full employment, boldly conceived and vigorously pursued."

"We need," said Dr. Hansen in another place, "continued advance in the techniques of production, distribution, and transportation; in short in all those elements that enter into a higher standard of living. We need to rebuild America—urban redevelopment projects, rural rehabilitation, low-cost housing, express highways, terminal facilities, electrification, flood control, reforestation . . ."

After a subsequent discussion of the national income, the public debt, taxation and other related factors, the pamphlet outlines the following conclusions:

"First, with respect to the war period, the following policies are indicated:

- (1) High corporate-income and excess-profits taxes.
- (2) Sharply progressive estate taxes.
- (3) Broadening of individual income-tax base together with steeply graduated surtax rates.
- (4) Sharp increase to excise taxes on commodities competing with the war program.
- (5) Part payment of wages and salaries in defense bonds.
- (6) Qualitative shift in the components of consumption.

"Second, with respect to the post-war period, the following policies are suggested:

- (1) Retention of progressive (graduated) tax structure and broadened tax base, with major emphasis on the individual income tax and less reliance on the corporate income tax.
- (2) Sharp reduction in defense consumption taxes.
- (3) Adequate plans by private enterprise for private-investment projects in manufacturing plant and equipment, in railroads, public utilities, and housing.
- (4) Adequate program of public-improvement projects including a nation-wide development of national resources, express highways, urban redevelopment (involving among other things outlays in terminal facilities and reorganization of urban transportation), and a reorganized public housing program (including the setting up of a Housing

Research Laboratory designed to reduce construction costs and thus enlarge the scope of private housing construction).

(5) Expansion of public-welfare expenditures—federal aid to education, public health, old-age pensions and family allowances. This involves partly an expanded program, and partly a means of reducing State and local property and consumption taxes, thereby stimulating private consumption expenditures.

(6) International collaboration to pursue internal policies designed to promote active employment; to explore developmental projects in backward countries; and to implement ways and means to open outlets for foreign investment, promote world trade and the effective world-wide use of productive resources.

Annual Session of Freight Claim Division to Be Held at Chicago

The annual session of the Freight Claim Division of the Association of American Railroads will be held at Chicago on April 28 and 29.

Senate Confirms George A. Cook

The Senate on January 28, confirmed the nomination of George A. Cook of Illinois to be a member of the National Mediation Board for the term expiring February 1, 1945. Mr. Cook is presently serving as a member of the board.

George A. Tomlinson Dies

George A. Tomlinson, at one time chairman of the Missouri Pacific and the Pere Marquette and president of the Allegheny Corporation, died in Pasadena, Cal., on January 24 of a paralytic stroke. He was stricken with paralysis in 1939 and would have been 76 years old on January 26.

Budd and Waite Given Honorary Memberships in A. S. C. E.

Ralph Budd, president of the Chicago, Burlington & Quincy, and Henry M. Waite, who in 1927 was chief engineer of the Cincinnati Union Terminal, have been awarded honorary memberships in the American Society of Civil Engineers.

Inspection, Disinfection and Cleaning of Cars

The Senate has passed the House-approved measure, H. R. 4849, which would authorize the Secretary of Agriculture to promulgate rules and regulations governing the inspection, cleaning and disinfection of railway cars and other vehicles entering the United States from Mexico. The measure now goes to the President.

"Army Night" at Western Ry. Club

Joseph E. Barzynski, Brigadier General, Quartermaster Corps, and Commanding General of the Chicago Quartermaster Depot, will address the Western Railway Club, Chicago, in its "Army Night" program on Monday evening, February 2, following which the National Association of Manufacturers' talking motion picture entitled "Defense for America" will be shown.

Matthiessen Will Have Charge of Priorities Program

Appointment of C. H. Matthiessen, Jr., to take charge of the priorities program in the War Production Board's Division of Industry Operations has been announced by J. S. Knowlson, director of the Division.

Mr. Matthiessen came to Washington

from Pasadena, Calif., in February, 1941, as executive assistant in the General Productions Group of the now-abolished Office of Production Management. Later he was assistant deputy director of priorities in charge of operations and has recently been assistant deputy director in the Materials Division. He was associated with the Hawaiian Pineapple Company before joining the staff of OPM.

Preference Ratings Validated

All preference rating certificates issued by the Division of Priorities of the now-supplanted Office of Production Management have been formally validated by Priorities Regulation No. 4 issued January 26 by J. S. Knowlson, director of the Division of Industry Operations, War Production Board. Priorities are now handled in Mr. Knowlson's Division.

B. & O. Discontinues Motor Bus Service in New Jersey

The Baltimore & Ohio discontinued its train connection motor bus service between Elizabeth, N. J., and Newark on December 31, 1941. As was pointed out in the *Railway Age* on January 10, page 177, train connection services between Jersey City and New York are being continued, but it was erroneously stated that the New Jersey service would likewise remain unchanged.

Requests Funds for Central American Highway

President Roosevelt has sent to the House of Representatives a supplemental estimate of appropriation for the fiscal year 1942 for the Federal Works Administration in the amount of \$7,000,000, which will be used for surveys in connection with and the construction of the Inter-American Highway connecting this country with Mexico and the other Central American countries.

Canadian Club Elects

The Canadian Railway Club has elected the following officers for 1942: President, William Baird, steamship passenger traffic manager, Canadian Pacific; First Vice-President, H. L. Eberts, mechanical superintendent, Autobus department, Montreal Tramways Company; Second Vice-President, W. C. Sealy, superintendent of shops, Canadian National. Mr. Baird succeeds F. N. Wiggins, general superintendent, Canadian National Express Company.

Restrictions Removed from Rock Island Truck Route

Reporting on reconsideration, the Interstate Commerce Commission has relieved the Rock Island Motor Transit Company from conducting its operations on a 25-mile route between Iowa City, Iowa, and Wellman, under the restrictions which the commission usually imposes to insure that such highway services shall remain auxiliary to and supplemental of rail service. The decision, which modifies a previous report by Division 5, said that "the preponderance of evidence goes to the need of an unrestricted motor-vehicle service, and in granting the restricted authority

that it did we are of the opinion that the division gave too little consideration to such evidence."

The proceeding was docketed as No. MC-29130 (Sub-No. 9); and the dissents of Commissioners Alldredge and Patterson were noted. Chairman Eastman and Commissioner Rogers did not participate.

S. A. L. Shop Employees Give \$1.100 for Bullets

Shop employees of the Seaboard Air Line at Jacksonville, Fla., have sent a check for \$1,100 to President Roosevelt "to buy a few bullets." The latter expression appeared in a letter from the Federated Shop Crafts which accompanied the check. This letter informed the President that the money is "to be used at your discretion in the all-out war defense program of the United States."

Bus Companies Seek 10 Per Cent Fare Hike

Following the lead of the railroads, the nation's bus lines have asked the Interstate Commerce Commission for authority to increase their rates 10 per cent. As noted in last week's issue, the Commission permitted the rail carriers to increase their passenger fares by approximately 10 per cent. It is understood that the Commission will very shortly grant the bus lines the same authority which was granted to the railroads last week.

Engineering Scholarship Offered at Illinois

The Engineering Experiment station of the University of Illinois, Urbana, Ill., will receive applications not later than March 1 for research graduate assistantships in engineering in which research work may be undertaken on a number of subjects, including civil, electrical and mechanical engineering, railway engineering and theoretical and applied mechanics. The scholarships provide \$600 per year and freedom from tuition fees and must be accepted for two consecutive college years.

Revokes Order Requiring Reports on Outside Audits

The Interstate Commerce Commission, Division 4, this week made public an order vacating and setting aside the order of February 2, 1939 "requiring Class I steam railroads to report expenditures in the aggregate of \$5,000 or more per annum, made to others than employees." As noted in the *Railway Age* of February 11, 1939, page 276, the order now revoked required semi-annual reports giving information with respect to the employment by railroads of independent auditing firms to check interline accounts.

Fare Increases Effective February 10

Increases in passenger fares which were authorized by the Interstate Commerce Commission in a January 21 order in that phase of the Ex Parte 148 proceeding will be made effective on February 10, it has been learned from the Association of American Railroads.

As noted in the *Railway Age* of January

24, page 272, the carriers are authorized upon 10-days notice to increase fares approximately 10 per cent, except fares specially published for application to members of armed forces of the United States on furlough, and except fares published as extra fares applicable in connection with transportation on particular trains.

Freight Car Loading

Loading of revenue freight for the week ended January 24 totaled 817,804 cars, the Association of American Railroads announced on January 29. This was an increase of 6,608 cars, or 0.8 of one per cent, above the preceding week, an increase of 107,052 cars, or 15.1 per cent, above the corresponding week in 1941, and an increase of 167,617 cars, or 25.8 per cent, above the same week in 1940.

As reported in last week's issue, loadings of revenue freight for the week ended January 17 totaled 811,196 cars, and the summary for that week, compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading			
For Week Ended Saturday, January 17			
District	1942	1941	1940
Eastern	173,537	156,654	144,219
Allegheny	174,653	155,724	136,962
Pocahontas	51,457	46,512	46,394
Southern	126,133	110,918	100,765
Northwestern ..	98,866	80,271	74,827
Central Western ..	126,433	101,969	96,992
Southwestern ..	60,117	51,449	46,223
Total Western Districts	285,416	233,689	218,042
Total All Roads	811,196	703,497	646,382
Commodities			
Grain and grain products	49,488	31,295	28,086
Live stock	13,825	12,550	12,481
Coal	174,142	147,002	159,640
Coke	14,877	13,517	12,232
Forest products ..	43,993	38,486	30,659
Ore	12,896	12,508	10,041
Merchandise l.c.l.	146,688	147,782	142,919
Miscellaneous ..	355,287	300,357	250,324
January 17	811,196	703,497	646,382
January 10	737,172	711,635	668,241
January 3	676,534	614,171	592,925
Cumulative Total, 3 Weeks	2,224,902	2,029,303	1,907,548

In Canada.—Carloadings for the week ended January 17 totaled 63,361 as compared to 56,642 in the previous week and 51,324 a year ago, according to the weekly statement of the Dominion Bureau of Statistics. Grain movement accounts for most of the increase.

	Total Cars Loaded	Total Cars Rec'd from Connections
Total for Canada:		
Jan. 17, 1942	63,361	30,990
Jan. 10, 1942	56,642	25,728
Jan. 3, 1942	49,240	25,477
Jan. 18, 1941	51,324	26,923
Cumulative Totals for Canada:		
Jan. 17, 1942	169,243	82,195
Jan. 18, 1941	146,163	77,757
Jan. 20, 1940	134,849	69,328

History of Koppers Subsidiary Includes Locomotive-Building

A subsidiary of Koppers Company was once in the business of building standard steam locomotives. This and other interesting facts about the Bartlett Hayward division of Koppers Company are presented in a history of the 103-year existence of the Division and predecessor companies entitled "Iron Men and Their Dogs," by F. C. Latrobe, recently issued by the Division. The Bartlett Hayward division, which now

manufactures coal gas plants, in its early history as a separate company was in the general foundry business, manufacturing stoves, cast-iron building fronts, etc. In 1863 the then Hayward, Bartlett & Co. took over the Winans Locomotive Works at Baltimore, Md., which it operated until 1867 as the Baltimore Locomotive Works. During its tenure of the works, Hayward Bartlett & Co. built or rebuilt 25 steam locomotives in addition to completing three Winans locomotives already under construction.

Club Meetings

The Eastern Car Foreman's Association will hold its annual dinner and entertainment on February 26 at the Hotel Commodore, New York, at 7 p. m.

The Car Department Association of St. Louis will hold its next meeting on February 17 at the Hotel DeSoto, St. Louis, Mo., at 8 p. m. R. K. Betts, general car foreman, Pennsylvania, will present a paper entitled "How the Carmen Can Help Keep Them Rolling."

The Traffic Club of Newark, N. J., will hold its next meeting on February 2 at the Robert Treat hotel. W. G. Power, General Motors Corporation, will address the meeting. The next traffic club forum will be held at the same headquarters on February 9 and will be devoted to a discussion of motor transport.

Equipment Depreciation Orders

Equipment depreciation rates for five railroads including the Union Pacific have been prescribed by the Interstate Commerce Commission in a new series of sub-orders and modifications of previous sub-orders in No. 15100, Depreciation Charges of Steam Railroad Companies. The composite percentages for all equipment which are not prescribed rates range from the U. P.'s four per cent to the Kanawha Central's 7.57 per cent.

Prescribed rates for U. P. equipment (including equipment leased from the Oregon Short Line, Oregon-Washington Railroad & Navigation, Los Angeles & Salt Lake, and the St. Joseph & Grand Island) are as follows: Steam locomotives, 3.91 per cent; other locomotives, 6.09 per cent; freight-train cars, 3.87 per cent; work equipment, 5.18 per cent; miscellaneous equipment, 1.99 per cent.

March Truck Quotas

The War Production Board last week authorized a 34 per cent increase in the production of medium and heavy trucks during March over the same month last year, but stipulated that they must go into dealers' storerooms, without tires, to create a stockpile for "essential civilian uses." About the same time came the announcement that the production of passenger automobiles and light trucks, both military and civilian, would be stopped February 1.

The order setting the March medium and heavy truck quotas also authorizes unlimited production during that month of trailers and of buses with seating capacity for 15 or more persons. The unlimited production of such buses, the WPB announcement said, "was authorized because

of the increased transportation demands created by curtailment of passenger automobile output and the upsurge of employment in war industry centers." Still other recent WPB orders are designed to facilitate the production of spare parts for medium or heavy trucks, trailers and buses. One authorizes producers to make during the first quarter of this year 60 per cent of the number of designated replacement parts sold by them for replacement purposes during the last half of 1941; and another assigns an A-3 preference rating to deliveries of materials going into the spare parts.

The aforementioned March quota for medium and heavy trucks is 54,710 vehicles, as compared with an output of 40,802 in March, 1941. Tires and tubes may be used only to assist in delivering the vehicles to dealers, after which they must be removed and returned to the producer. Whenever one of the vehicles is released for sale under a rationing plan to be put into effect, it is expected that four tires and tubes will be provided. Medium and heavy trucks are trucks or tractors weighing 9,000 lb. or more.

Express Agency Depreciation Rates

The Interstate Commerce Commission has issued Sub-order No. E-1-B in No. 19450, Depreciation Charges of Express Companies, canceling the rates previously prescribed and fixing others for the accrual of depreciation on property of the Railway Express Agency, Inc. The new schedule follows:

No.	Account Name	Rate (%)
202	Buildings and appurtenances on land owned	2.15
203	Buildings and appurtenances on land not owned	2.38
204	Improvements to buildings not owned	10.74
205	Cars	3.07
207	Automobiles	8.22
210	Office furniture and equipment	4.69
211	Office safes	2.00
212	Trucks	3.08
214	Garage equipment	5.20
215	Line equipment	2.00
216	Shop equipment	4.34
217	Miscellaneous equipment	15.36

The new rates are effective with the accounts for March; but nothing in the order is to be construed as prohibiting R.E.A. from applying them retroactively to January 1, 1941.

How to Operate Hand Brakes Safely

The safety poster and circular of the Association of American Railroads for February publicizes proper methods for operating hand brakes on freight cars. The circular points out that although the number of employees injured in train service accidents has declined more than 80 per cent since 1923, the number of employees injured while operating hand brakes has declined only 74 per cent in the same period. In 1923, employees of the latter category constituted 6.7 per cent of all injuries, whereas in 1940 they constituted 8.7 per cent of all injuries. These facts indicate that less progress has been made in the reduction of hand brake accidents than in other train service accidents.

The four-page circular explains in full, with text and pictures, the proper method of climbing on the brake platform; proper position of body while operating brake;

proper use of brake equipment and special positions for operating the modern vertical wheel. The poster illustrates the basic positions for operating a horizontal hand brake and suggests that each employee request a copy of the circular for detailed information.

Inland Waterways Corporation

The annual report of the Secretary of Commerce for the fiscal year ended June 30, 1941, contains, among other things, brief comment on the Inland Waterways Corporation.

The corporation, the report says, operates as a common carrier "in the same manner and to the same extent as if its facilities were privately owned and operated." It adds that I. W. C. "closed the year in a sound financial position," having "no bonded debt or other obligations except of a current nature. A substantial part of its investment in treasury bonds, accumulated from its operation, is held in reserve for the replacement of facilities or purchase of new equipment. All expenses are paid from revenues."

The condensed balance sheet as of June 30, 1941, shows total assets of \$25,245,195, consisting of \$19,301,200 of permanent and long-term investments, \$423,316 of loans receivable, \$5,330,047 of working assets, and \$190,631 of deferred debits. The corporation also has outstanding \$12,000,000 of capital stock, and it lists \$10,362,843 as premiums on capital stock.

Investment Analyst Sees Excessive "Take" by Private Car Companies

The allegation that mileage allowances made to private car companies by the railroads leave insufficient earnings for the carriers on certain types of traffic was made by Joseph Docter of the investment firm of Mackay & Company, New York, in a talk before the New York division of Railroad Enthusiasts on January 23. Although, the speaker said, the railroads have reduced rates on petroleum products drastically by governmental request, in order to aid in the solution of a transportation shortage for petroleum, and the fast long-haul service now being rendered tank cars piles up a great deal of mileage per car in a short time, private tank car companies have not reduced mileage allowance rates. He revealed that one railroad has been forced to refuse a substantial amount of tank car traffic interchanged with other railroads because, out of the \$5 which it would receive for a 100-mi. haul, private tank car companies would receive \$3 in mileage allowances, leaving the carrier only \$2 for its work.

Mr. Docter asserted that private car operations have been "very profitable" in both good years and lean and that the salaries paid the officers of the companies compare favorably with the highest salaries of railroad officers. The speaker also suggested that the railroads take a leaf out of the practice of the private car companies in canvassing their lessees a year in advance as to their requirements so that an efficient distribution of equipment may be made.

The speaker foresaw substantial changes in earnings of many roads if the right of

shippers to route their own traffic should be abolished, by reason of the emergency. It was his opinion that a great deal of traffic now moves on uneconomic routes, and that if traffic should be moved by the most efficient routing, individual carriers may suffer resultant ups and downs in traffic and income.

Another Report on Railroad Writedowns

The Bureau of Finance of the Interstate Commerce Commission has issued another compilation showing the reduction in the capitalization and annual fixed charges of those roads now in the process of reor-

ganization of Texas; "Water Transportation in the Development of Texas and the Southwest" by A. D. Simpson, president, National Bank of Commerce, Houston, Tex.; "Air Transportation in the Development of Texas and the Southwest" by T. E. Braniff, president, Braniff Airways, Inc.; "Motor Transportation in the Development of Texas and the Southwest" by W. W. Callan, president, Central Freight Lines, Inc.; "Freight Rates and Southwestern Industry," by David E. Lilienthal, director, Tennessee Valley Authority and "The Texas Differential Rate Case, A Milestone in the Development of Texas and Southwest Rate Structures," by

transportation is so expensive "as to make it non-competitive with other forms except over comparatively short distances, or where time and location are governing factors."

Await Conciliators Report in T. P. & W. Strike

Discussions of the Toledo, Peoria & Western strike were concluded on January 23 and 24 by a three-man United States conciliation service panel after all-day sessions with officers of the railroad and the two striking brotherhoods. No statement was made by the panel after it had completed its discussions. The panel consisted of Edward McDonald, Elmira, N. Y., chairman; Joseph S. Myers, Houston, Tex.; and John Connor, Huntington, W. Va.

The panel was sent to Peoria by the mediation service of the Labor Department to end the strike which started on December 28. Last week the company obtained an injunction limiting the number of pickets that can be used by the brotherhoods and amended an embargo that had been declared on December 6. Since January 20, the railroad has accepted all shipments except perishables and livestock which originate at and are destined to stations not on the T. P. & W. Perishables and livestock originating at, or destined to, stations on the T. P. & W. are being accepted.

On January 26, the railroad reported that 10 engine crews are now operating on the railroad as compared with 15 used prior to the strike. It also reported that traffic had returned almost to normal.

Government Studies Coal Transportation

Testifying recently before a subcommittee of the House appropriations committee in support of an appropriation for his agency for the coming fiscal year, Dr. Luther Harr, Consumers' Counsel in the Office of the Bituminous Coal Consumers' Counsel, revealed that his organization is studying the best methods for the transportation of coal if a transportation emergency should arise.

"In the last war," testified Dr. Harr, "a good bit of the difficulty in regard to bituminous coal was due not to the lack of a supply of coal or inability of the mines to mine coal but to a tie-up of transportation; and we want to have a plan prepared in advance of any emergency so that the transportation of coal will not be interrupted as it was during the last war."

Representative Wigglesworth, Republican of Massachusetts, asked Dr. Harr what he meant by "more efficient methods in transportation of coal," and what he felt could be accomplished along this line.

"I think," replied Dr. Harr, "we can accomplish something along that line if this emergency becomes more serious. I do not think you can unless the emergency becomes serious, because it would mean that some of the railroads would probably suffer in the accomplishment. For example, here is a plant that buys coal that is hauled, let us say, a thousand miles, where they could get the same coal, the same quality, the same grade of coal, from a mine 200 miles away; and, if transportation difficulties became seriously in-

CHANGES IN DEBT AND ANNUAL FIXED CHARGES UNDER PLANS OF REORGANIZATION APPROVED BY THE COMMISSION, OR PROPOSED BY EXAMINERS FOR RAILROADS IN REORGANIZATION PROCEEDINGS BEFORE THE COMMISSION

As of October 31, 1941

	Debt (a)		Annual Fixed Charges	
	Before Reorganization (b)	After Reorganization	Before Reorganization	After Reorganization
Plans Approved by Commission				
Akron, C. & Y. (x)	\$13,312,581	\$3,997,500	\$364,956	\$170,965
Alabama, T. & N.	4,903,695	1,972,490	239,462	16,000
Boston & Providence	2,338,186	..... (c)	.....	.....
Chicago & E. I.	67,020,834	28,071,500	2,248,798	662,869
Chicago & North Western	431,390,104	222,078,460	16,549,740	3,382,079
Chicago Great Western	48,050,452	27,190,268	1,898,783	849,000
Chicago, M., St. P. & P. (x) ..	626,926,331	224,037,950	14,954,451	4,269,654
Chicago, R. I. & P. (x)	429,738,085	141,884,976	14,799,677	2,181,386
Chicago, S. S. & S. B.	5,604,447	1,553,800	334,117	106,503
Copper Range	2,280,000	.....	107,975	600
Erie (Incl. Chicago & Erie)	304,981,178	191,277,279	13,593,536	7,520,226
Fort Dodge, Des M. & S.	10,186,591	2,260,000	305,138	8,300
Kansas City, K. V. & W.	717,062	31,895	25,676	1,500
Louisiana & N. W.	2,319,394	968,980	112,413	34,822
Missouri Pacific (x)	660,897,056	308,221,500	24,770,052	7,341,804
New York, N. H. & H. (x)	363,434,572	233,640,246 (c)	13,521,947	6,419,666
Oregon, P. & E.	914,674	.....	16,501	.....
Reader	43,400	38,400	2,595	2,400
St. Louis-San Francisco (x)	373,727,922	116,071,204	12,613,106	3,030,735
St. Louis Southwestern (x)	83,304,493	37,500,014	3,108,980	1,527,291
Savannah & Atl.	8,106,805	1,388,000	251,968	81,498
Spokane Int. (x)	7,996,994	2,846,400	273,155	.....
Western Pacific	95,698,299	33,969,125	3,634,750	494,202
Yosemite Valley	3,102,936	1,159,000	116,938	.....
Examiners' Proposed Plans				
Denver & R. G. W. (x)	195,760,452	97,330,897	6,608,785	2,378,499
Florida East Coast	82,491,000	17,616,000	2,908,061	483,480
Fonda, J. & G. (x)	7,803,753	1,235,305	150,311	24,780
Minneapolis, St. P. & S. S. M.	160,850,167	32,792,905	8,680,071	54,860
Total	\$3,993,901,463	\$1,729,134,094	\$142,191,942	\$41,043,119

(a) Does not reflect operating obligations to be assumed by the new company.

(b) Includes unpaid interest, dividends, etc.

(c) N. Y., N. H. & H. includes \$4,506,733 of bonds to be issued in acquisition of the Boston & Providence properties.

(x) Includes obligations of subsidiary companies, as shown in the plan approved or recommended.

ganization under section 77 of the Bankruptcy Act, as of October 31, 1941. A previous compilation showing their status as of October 31, 1940, was published in the *Railway Age* of December 14, 1940, page 912. The commission's latest figures are given in the accompanying table.

Proceedings of Texas Conference Cover All Forms of Transportation

A complete mimeographed transcript of the proceedings of a Business Conference on Transportation held at the University of Texas on November 14 and 15, 1941, together with copies of all maps and charts presented at the conference, has just been made available by the Bureau of Business Research of the University at Austin, Tex., at \$2 per copy. Papers presented at the conference include "Railroad and Rail Transportation in the Development of Texas and the Southwest" by Claude Pollock, counsel, Railway General Managers

Col. Ernest O. Thompson, Railroad Commissioner, State of Texas.

Probably the most original contribution to the conference is a paper entitled "The Place of Pipe Line Transportation in the Development of the Southwest" by T. E. Sigart, president, Shell Pipe Line Corporation. Comprising an unusually complete history and description of pipelines for crude oil, gasoline and natural gas throughout the country, this paper contains complete tables of comparative costs for petroleum transportation by tanker, pipeline and railroad tank car—both before the emergency and under present abnormal conditions, and significant conclusions as to the function of each form of transportation. Included with the proceedings also are copies of excellent maps showing main pipelines, producing and refining areas and tanker routes. Among other things the author points out that barge transportation "is generally as cheap or cheaper than pipe line" and that truck

volved, I think we can encourage them to buy the coal 200 miles away and save that haul of 800 miles, rather than to buy it where they are buying it now. Because, as I said before, I am inclined to believe there is a certain amount of tie-up between the railroads and the coal mines, and that leads to inefficient transportation methods."

Shippers Opposed to Forwarder Regulation

Members of the Illinois Territory Industrial Traffic League, representing shippers in Illinois and vicinity, at their annual meeting at Chicago on January 22, reiterated their opposition to all federal legislation regulating freight forwarders but went on record as favoring the House bill as against the Senate measure if legislation must be enacted. The members, however, urged that the House bill be amended so that forwarders will be given the right to use contract carriers in over-the-road services. The League also set up machinery for assisting the Central Territory Rate Conference in the general class rate investigation of the Interstate Commerce Commission.

A special committee was appointed to watch for any proposals to increase rail coal rates in Illinois. The committee was empowered to protest to the Illinois Commerce Commission in the event a reported 10 cent-a-ton increase is sought.

Officers elected for the ensuing year are as follows: President, A. H. Schweibert, traffic director of the Chicago Association of Commerce; first vice-president, E. Manske, general traffic manager of the Allis-Chalmers Manufacturing Company; second vice-president, L. F. Orr, traffic manager of the Pet Milk Company, and secretary, M. L. Pieper of the Springfield, Ill. Chamber of Commerce.

Activities of ODT

Appointment to his Division of Traffic Movement of another assistant director, John W. Montigney, who will be chief of a newly-created Section of Civilian Traffic, was announced this week by Joseph B. Eastman, director of the Office of Defense Transportation. Mr. Montigney has been chairman of the General Central Eastern Conference, an Akron, Ohio, motor tariff bureau.

Other ODT developments include Director Eastman's January 23 statement, saying that the time has not yet arrived when the rationing of railroad tickets to civilians is necessary; and the disbanding of the Central Motor Transportation Committee which was set up by former Defense Transportation Commissioner Ralph Budd under the chairmanship of Interstate Commerce Commissioner John L. Rogers, now director of ODT's Division of Motor Transport.

In his January 23 statement, Mr. Eastman was commenting on statements attributed to his office that surveys were under way to determine the advisability of rationing tickets when and if public travel demand exceeds facilities. He said: "No studies have been launched and no discussions have started regarding possible rationing of railroad tickets. My organization has just started its work, and plans

and policies have not proceeded to the point that specific passenger or freight traffic studies are under way. However, carriers should give and are giving first attention to military requirements and will continue to do so. It is possible that conditions may in the future arise requiring some restriction in civilian travel, but in my judgment and that of my staff, that time has not yet arrived."

The disbanding of the Central Motor Transportation Committee was announced in a letter sent to committee members by Mr. Rogers. The creation of ODT, he said, had changed the situation in that



John W. Montigney

most of the problems upon which the committee had been working had become part of the functions and responsibilities of that agency. As for the regional committees, Mr. Rogers suggested that there was reason for their continued existence in order to provide centers of contact with the various regions of the country. As a successor to the Central Committee, he plans to give early consideration to the appointment of groups representing the government and the bus and truck operators, which can be assembled for conference whenever necessary.

John W. Montigney, who heads ODT's newly-created Section of Civilian Traffic, was born September 29, 1893, at Cleveland, Ohio. He was educated in the public schools of Conneaut, Ohio, where he was graduated from high school in 1910. Mr. Montigney entered railroad service in 1912 in the operating department of the New York, Chicago & St. Louis; and he thereafter served with that road in various positions until 1917 when he became its contracting freight agent at Cleveland. Later in the same year Mr. Montigney left the Nickel Plate to begin a 23-year period of service with the Cleveland Tractor Company. In the latter connection he served from 1917 until 1932 as traffic manager, and from 1932 until 1940 as manager of the company's Transportation Division, being in charge of traffic and railroad sales. Since 1940 Mr. Montigney has been chairman of the General Central Eastern Conference, Akron, Ohio. He has been active in traffic club and shipper affairs, having served as president of the Great Lakes Regional Shippers' Advisory Board, a member of the board

of directors of the National Industrial Traffic League, and president of the Traffic Club of Cleveland.

Advertising Agents Favor Continued Travel Promotion

Recognizing the necessity of American railroads to go "all out" to move men and material in the war efforts, the members of the American Association of Railway Advertising Agents, at their meeting in St. Louis, Mo., on January 16-17 nevertheless affirmed a need for continued railroad advertising to strengthen America through travel. Reports submitted at the two-day meeting indicated a heavy demand for travel in 1942. While the pattern of recreational trips may change over previous years, it was felt that people are going to turn to the railroads in increasing numbers for service to resort centers.

The railroad advertising men subscribed wholeheartedly to the idea, advanced last year by the government, that "Travel Strengthens America," realizing that relaxation has a vital effect on morale during this period of high-speed operations. It was the opinion of the men assembled that while advertising copy might undergo slight or even drastic revisions over the type used in previous years in order to coordinate vacation copy with war efforts, advertising in volume will be essential to keep the public informed on railroad policies, services and vacation possibilities.

Officers elected for the ensuing year are as follows: President, R. W. Jennings, advertising agent of the Chicago, Burlington & Quincy, Chicago; first vice-president, C. P. Moore, advertising agent of the Union Pacific, Omaha, Neb., and vice-presidents R. F. Irwin, advertising agent of the Delaware, Lackawanna & Western, New York; R. A. Willier, general advertising agent of the Wabash, St. Louis; H. W. Frier, manager, advertising department of the Chicago & North Western, Chicago; and Gustav Kaiser, advertising agent of the Lehigh Valley, New York. S. E. McKay, advertising agent of the Baltimore & Ohio, Chicago, was renamed treasurer, and E. A. Abbott, Poole Bros., Inc., Chicago, was re-elected secretary. A. W. Neally, vice-president of the Gardner Advertising Agency in St. Louis, was the principal speaker at a luncheon on the first day.

Would Bar Dollar-a-Year Men

A bill to prohibit the employment of dollar-a-year men by the government has been offered in the House by Representative Voorhis, Democrat of California. Not only does the bill provide that any person employed by the government shall receive adequate compensation for his services, but it goes so far as to say that no person shall be appointed to or hold any office or position in any department or agency of the government if such a person is receiving compensation from any private corporation, partnership, or organization.

On January 28, Donald M. Nelson, chairman of the War Production Board, appeared before the special senate committee investigating the national defense program (the Truman committee) and opposed suggestions of the committee and

various members of the Congress that the category of dollar-a-year men be abolished as detrimental to the best interests of the government and the defense program.

Mr. Nelson took the position that the government could not obtain the services of men of the calibre needed in the defense effort unless their companies continued to pay their salaries for the reason that these men had incurred liabilities and had made commitments of a nature that they could not possibly afford to come to Washington at the salaries the government could pay them. He urged that nothing be done to deprive the government of the services of these men, who now number about 300.

Report of Alaska Railroad

Both passenger traffic and freight tonnage over the Alaska Railroad showed a "noteworthy" increase for the year due to the defense construction activities in Anchorage, Alaska and Fairbanks, according to the Secretary of the Interior's annual report for the fiscal year ending June 30, 1941.

No statistics were given in the report regarding the road's operations, but figures submitted to the Department of the Interior by the Alaska Railroad Commission showed that the line operated at a profit of \$2,486,331 for the fiscal year ended June 30, 1941, as compared with a profit of \$318,168 for the fiscal year ended June 30, 1940.

For the fiscal year ended June 30, 1941, the railroad carried 43,292 passengers and 361,295 tons of freight, and had combined revenues of \$5,518,623 and combined expenses of \$3,007,583. These figures compare with those of the previous fiscal year showing 29,510 passengers carried, 194,467 tons of freight transported, combined revenues of \$3,058,055, and combined expenses of \$2,729,149.

"The passenger train schedule during the summer of 1940 provided for three round trips per week between Seward and Fairbanks, with supplementary service out of Fairbanks to Nenana and McKinley Park, and out of Seward to Anchorage," the report points out. "Passenger train service was reduced to one round trip each week in September. On June 2, 1941, the summer passenger train schedule was again inaugurated consisting of three round trips each week between Seward and Fairbanks with supplementary service during the month of June."

OFF Discusses Transport Needs

The Office of Facts and Figures has issued its first publication, entitled, "Report to the Nation," in which it discusses the American preparation for war. Among the many subjects considered is that of transportation, and the report warns that freight traffic has increased to the point where it is now in close balance with the carrier capacity of the country.

"To care for the added freight that war will bring—an increase estimated at more than 10 per cent in 1942"—declares the report, "new equipment will be needed and more ingenuity exercised in using the equipment we have. The rationing of rubber tires will have repercussions all through

the transportation system, and may necessitate far-reaching reorganization and co-ordination of all forms of transportation. This will be done by the newly-created Office of Defense Transportation."

The report also says that since September, 1939, the railroads have added 150,000 new freight cars and 75,000 more are on order. They also have 1,000 new locomotives and another 600 are on order, it is asserted. Moreover, trucks have increased from 4,600,000 to 5,000,000 in the past year, and 4,500 miles of new pipe lines have been added to the country's transportation system.

"With 246,000 miles of track—30 per cent of the world's railroad mileage—1,300,000 miles of surfaced roads, 28,000 miles of navigable inland waterways, and 310,000 miles of pipe line, the United States has enough fixed plant to meet the severest tests," the report concludes.

Railroads Seek to Increase Commutation Fares

Authority to increase multiple-trip commutation fares between Chicago and suburban districts by 10 per cent was sought from the Illinois Commerce Commission on January 27 by railroads in the Chicago area. In their petition the railroads asked the commission to waive its 30 day requirement and make the increase effective on February 10. The increase will average 10 per cent but will vary slightly between certain points.

Commuter traffic out of New York on the Erie, Pennsylvania, Central of New Jersey, Delaware, Lackawanna & Western, Lehigh Valley, and West Shore (New York Central) is interstate in character (including destinations in New York State, since the journey must be made through

New Jersey). Hence commutation tickets on these roads will be increased 10 per cent in price effective March 1 in the case of monthly tickets and February 10 in the case of weekly and 30-day tickets. All commuter traffic on the Long Island, New York Central and a large portion of New York, New Haven & Hartford traffic is intrastate in character. The New York Public Service Commission has announced that it interprets the Interstate Commerce Commission authorization as not affecting commutation fares within the state. At time of writing no petition by the railroads to increase intrastate fares was before the state commission. It is expected, however, that such authorization will be sought shortly.

Rail Labor Representatives on OCD Advisory Committee

Several representatives of railroad labor organizations are included among the 37 members of the National Labor Advisory Committee for the Office of Civilian Defense which has been created to implement OCD's policy of having labor groups themselves select those who will be their official representatives on municipal and state defense councils. The policy was formally adopted at a January 23 conference between representatives of OCD and the American Federation of Labor, the Congress of Industrial Organizations, and the railroad brotherhoods.

Railroad labor representatives on the committee include: D. B. Robertson, president of the Brotherhood of Locomotive Firemen & Enginemen; John T. Corbett, national legislative representative of the Brotherhood of Locomotive Engineers; E. E. Milliman, president of the Brotherhood of Maintenance of Way Employees; H. F.

* * *



More than 100 Employees of the Pennsylvania in Pennsylvania Station, New York, Have Been Designated as Air Raid Wardens. They are Here Shown Taking Part in a Daily Drill Under Regular United States Army Sergeants

Hempy, general secretary-treasurer of the B. of L. E.; John Lundergan, vice-president of the Switchmen's Union of North America; Tom Joyce of Scranton, Pa., Switchmen's Union; J. R. Burney of Savannah, Ga., and A. Young of Los Angeles, Calif., Order of Railway Conductors; A. J. Chipman of Denver, Colo., and G. F. Irvine of San Francisco, Calif., B. of L. F. & E.; Thomas C. O'Brien of Boston, Mass., and Gardner R. Withrow of La Crosse, Wis., Brotherhood of Railroad Trainmen; B. F. McLaurin of Washington, D. C., Brotherhood of Sleeping Car Porters.

President Robertson of the B. of R. T. is the railroad labor representative on a sub-committee of three, other members of which are Robert J. Watt of the A. F. of L. and John Brophy of the C. I. O.

Materials Still Concern Eastman

(Continued from page 307)

tion of the cars which will be needed for replacements and also to add somewhat to the total number."

Representative Starnes, Democrat of Alabama, queried Mr. Eastman as to whether he looked for a greater deterioration in railroad stock "now with this war effort on, looking naturally of course to greater use of the railroads with less time to repair and with probably so much of our facilities devoted to defense production that they will not be able to keep them in a proper state of repair, as we had hoped."

The ODT director felt that this was one of the most important things so far as the railroads meeting the demands of the emergency is concerned. He went on to say that they must keep their equipment in first-class shape and that the thing that they most fear is that they will not be able to get the material, the steel, copper, and nickel necessary for that purpose.

"Is there a railroad in the United States that keeps its roadbed up as well as it did 10 years ago?" asked Representative Houston. "It seems to me they have been neglected. You have to strap yourself in, going from here to Chicago."

"So far as the railroads which went into bankruptcy are concerned," answered Mr. Eastman, "immediately they went into bankruptcy, they began plowing money back into their property, and the roadbeds of those companies have improved very materially. Some of the other companies have not kept their roadbed in the smoothest running condition, but apparently, judging by results, they have kept it in pretty safe condition, because while there have been some accidents there have been very few accidents, I think, that have been caused by inadequate maintenance of roadbed and track. The road is not so smooth in some cases as it might be, but apparently it is safe; and there are quite a number of the companies, especially those in bankruptcy, where, I think, the roadbed and track are in better shape than they were 10 years ago."

Mr. Starnes then wanted to know whether there has been more than the usual number of accidents during the past 10 to 18 months.

"Yes," Mr. Eastman replied, "and that has been caused, I have no doubt, by the heavy pressure on the railroads and the tremendous amount of traffic. They have brought down the number of cars and locomotives that were out of service on account of their being in need of repairs to very low figures; I think they are 'record' figures, the lowest percentages they have had for years; and that is one of the things that has enabled them to keep going to the extent that they have."

It occurred to Representative Houston that the railroads might speed up the unloading of cars by raising the demurrage charges, and he wanted to get Mr. Eastman's views on the suggestion. It was Mr. Eastman's opinion that the carriers could get more help in car utilization from shippers by their voluntary co-operation than by further penalizing demurrage.

During the discussion of the commission's work in regulating water carriers, Representative Houston wondered whether the Missouri River had become navigable for anything more than a rowboat.

"Oh, yes," replied Mr. Eastman, "they are running barges up to Kansas City, and soon will have them going to Omaha."

"How long does it take to go from Kansas City to St. Louis?" queried Mr. Houston. Mr. Eastman could not tell him. Mr. Houston thought six months.

Mr. Eastman also told the subcommittee that because of the recent upswing in railroad earnings the opposition to the commission's reorganization plans was definitely increasing.

In another section of the hearings, Jesse Jones, Secretary of Commerce and Federal Loan Administrator, in discussing the financial needs of the Reconstruction Finance Corporation, testified that that agency had to date made railroad commitments aggregating \$1,330,077,346, of which \$456,302,733 was not used because with an R. F. C. commitment the roads were able to get the money in the usual channels or because their plans were not carried out. He also disclosed that a total of \$812,325,175 was disbursed, and of this \$364,511,565 has been repaid. These amounts, he continued, do not include \$200,890,500 of railroad securities taken over from the Public Works Administration, of which \$189,138,421 has been sold or retired.

A. A. R. Mechanical Division Conserves Critical Materials

A comprehensive program to reduce the consumption of critical materials vitally needed for war purposes has been undertaken by the railroad industry through the Mechanical Division of the Association of American Railroads. An exhaustive survey is now being made of railroad requirements for tin, nickel, copper, brass, rubber, steel and similar material needed in the arms program, to determine the maximum extent to which reductions may be made in the railroad use of such materials.

Substantial progress already has been made in curtailing railroad consumption of these vital products. These reductions have been made in four ways: by the use of substitute materials; by changes in design of parts for locomotives and cars; by changes in specifications; and, in many

cases, by the complete elimination of parts made of these scarce materials. Even further progress in this regard will be made within the near future as patterns and dies for substitute materials become more generally available.

This railroad program of freeing all possible materials for war use will be continued. Both the railroads and the manufacturers of railroad equipment have instituted research programs to develop still further possibilities of curtailment in the use of war necessities. As an instance, even though changed specifications and new designs already have made it possible to reduce by nine per cent the amount of copper and tin required for journal bearings on railroad cars, further laboratory and research work in this regard still is being conducted. All railroad uses of vital materials are being and will continue to be critically surveyed to make sure that every possible contribution is made to our war effort.

Reviews Land Grant Rate Repeal

The restoration to federal ownership of approximately 8,000,000 acres of land in 11 western states through the closing out of early railroad land grants was an important activity of the General Land Office during the last fiscal year, according to the annual report of the Secretary of the Interior for the fiscal year ended June 30, 1941. This action, it is pointed out, was brought about by amendments of the Transportation Act of 1940, affording opportunity for the institution of higher rates on certain forms of government passenger and freight traffic following the release of all claims to earlier grants. At a result, the report declares, more than 70 such releases, entailing a full year of investigation by research experts, were submitted to the Secretary of the Interior for his approval, in accordance with the provisions of the Transportation Act.

"The release of these lands to federal ownership," continues the Secretary's report, "signalized the close of a 90-year era which witnessed the development of the United States westward to the Pacific through railroad construction aided by grants of the then-plentiful expanse of public domain. Ushered in by the Congress of 1850, with the allocation of 2,595,000 acres of the public lands for the construction of the Illinois Central, the development grew rapidly throughout the west until more than 75 grants, aggregating 158,293,000 acres, had been made. Out of this policy of encouraging railroad building by land grants sprang 21,500 miles of trackage which today form part of the transcontinental transportation network of the United States."

December Truck Volume 21.5 Per Cent Over 1940

The volume of revenue freight transported by motor truck in December increased 4.9 per cent over November and 21.5 per cent over December, 1940, according to American Trucking Associations. It was the first time in the five years A. T. A. has been compiling loading figures that the December volume was greater than in November.

Comparable reports were received from

219 carriers in 40 states. The reporting carriers transported an aggregate of 1,487,189 tons in December, as against 1,417,513 tons in November, and 1,223,983 tons in December, 1940. The A. T. A. index figure, based on the 1938-40 average monthly tonnage of the reporting carriers as 100, was 153.41, compared with November's 147.78.

A little more than 79 per cent of all tonnage transported in December was reported by carriers of general freight. The volume in this category increased 5.8 per cent over November, and 25.3 per cent over December of the previous year. Transporters of petroleum products, accounting for more than eight per cent of the total tonnage reported, showed an increase of 23.4 per cent over November, and a jump of 62.3 per cent over December, 1940. Movement of new automobiles and trucks constituted four per cent of the total tonnage reported. Tonnage in this class, hit by curtailment of production and sales, decreased 23.0 per cent under November, and 36.9 per cent under December of the previous year. Haulers of iron and steel products reported almost five per cent of the total tonnage. The volume of these commodities increased 10.8 per cent over November, and 4.9 per cent over December, 1940. Almost four per cent of the total tonnage reported was miscellaneous commodities, including tobacco, milk, textile products, bricks, building materials, cement and household goods. Tonnage in this class decreased 11.8 per cent under November, but held 21.7 per cent above December of the previous year.

Dispatchers Move for Shorter Hours—Increased Wages

No action has been taken by the National Mediation Board on the recent request of the American Train Dispatchers Association for a national conference between negotiating committees of the railroads and the dispatchers to discuss the latter's demand for a six-hour day and increased compensation. The idea of a conference is the result of a request made by the dispatchers to the National Mediation Board to invite carrier representatives to a conference, primary negotiations on the respective properties between the management and system committees having come to no agreement on either dispatchers' demands or their proposal to handle the dispute on a joint national basis.

However, it has been learned that the desire of the dispatchers for national handling of the case has been given some preliminary informal handling by the board in informal discussions with the dispatchers and the railroads. It should be pointed out, however, that the board could not under its present precedents set a time for a national conference, unless national handling were agreed upon by the parties. A year or so ago the board held in a leading case (see story on fiscal 1940 annual report of board in the *Railway Age* of January 11, 1941, page 154) that it was not authorized under the law to require national or regional handling of labor cases.

The demands of the dispatchers were first set forth in a resolution unanimously

adopted at the Twelfth General Assembly of the A. T. D. A. in Chicago on October 13 to 16, inclusive. The resolution called for the following minimum rates of pay per week:

Trick Train Dispatchers	\$75.00
Assistant and Night Chief Train Dispatchers	85.00
Chief Train Dispatchers	95.00

Maximum hours demanded are as follows: "A 36-hour week for trick train dispatchers with provisions that six consecutive hours shall constitute a day and all time worked in excess of six hours in any day and/or in excess of 36 hours in any week shall be paid for at rate and one-half; (b) a 40-hour week for chief, assistant and/or night chief train dispatchers with provisions that eight consecutive hours shall constitute a day and all time worked in excess of eight hours in any day and/or in excess of 40 hours in any week by chief, assistant and/or night chief train dispatchers shall be paid for at rate and one-half."

A. A. R. and Short Lines Oppose Truck Bill

The case of the Association of American Railroads and the American Short Line Railroad Association against the "big truck bill" was presented last week at the closing sessions of hearings before a Senate interstate commerce subcommittee by J. M. Souby, general solicitor of the A. A. R., and Dr. C. S. Duncan, A. A. R. economist. The bill which the subcommittee has had under consideration for the past two months is S. 2015, Senator Wheeler's (Democrat of Montana) bill to give the Interstate Commerce Commission power, upon complaint, to set aside state laws governing sizes and weights of motor vehicles engaged in interstate commerce.

Mr. Souby told the subcommittee that the railroads opposed not only S. 2015, but any measure which would give federal government jurisdiction to interfere with the authority which the states are now exercising. He also felt that the enactment of the bill would be detrimental to the public generally and to the shippers and taxpayers of the country. Only the large truckers would temporarily benefit from the measure, he asserted, and ultimately it would also be harmful to them.

Dr. Duncan declared that the purpose of the measure was to override through a federal bureau certain existing state laws for the commercial and financial benefit of a few truck and bus operators and a few shippers. He also asserted that the bill was intended to increase the size and weight limitations for the advantage of an identified one-half of one per cent of the total trucks registered, and its enactment would require greatly increased highway expenditures over and beyond the immediate need, of approximately \$4,000,000,000.

Meanwhile, during the consideration of S. 2208, the supplemental war powers bill, which, among other things, would give the commission the same emergency powers over motor carriers that it now has over railroads, Senator Vandenberg, Republican of Michigan, obtained the adoption of an amendment which would bar the commission from setting aside state size and

weight regulations as is contemplated in Senator Wheeler's bill. During the debate on the measure, Senator Andrews, Democrat of Florida, who has been chairman of the subcommittee, offered an amendment which would have given the President the power to set aside state laws limiting sizes and weights of motor vehicles. Such an amendment, according to Senator Andrews, would have removed the necessity for his subcommittee to continue the consideration of the pending sizes and weights bill, but the Senate rejected the amendment.

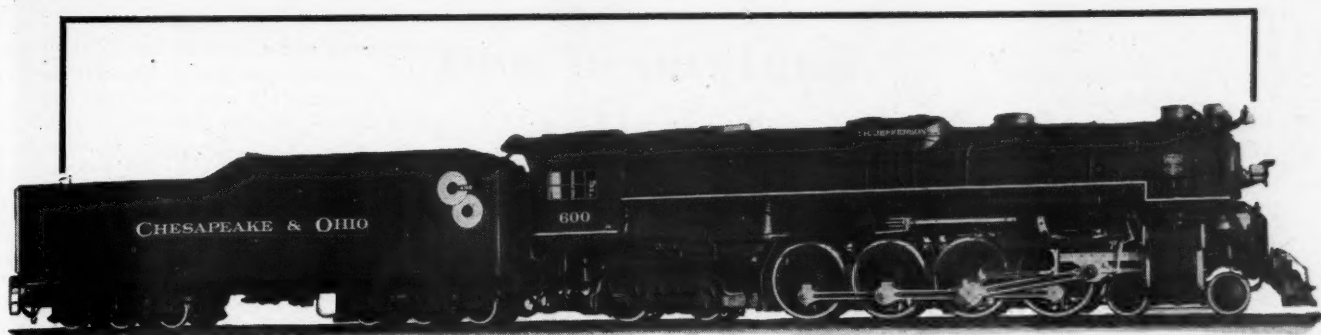
Fire Protection Bulletin Covers New War Subjects

Problems brought on by the possibility of enemy operations receive full description in the December news letter of the Fire Protection & Insurance section, Association of American Railroads. Describing the proper handling of incendiary bombs of magnesium base, the letter points out that quantities of water violently stimulate chemical reaction in the bombs, with possible explosion, and urges that water be sprayed on the bomb with the object of reducing burning time. It is suggested that powdered talc or graphite, which are inert materials free from oxygen, be applied. The usual extinguishing media such as water solutions ejected from extinguishers, foam, carbon tetrachloride and carbon dioxide are not recommended.

At another point the booklet describes the stirrup pump for use in extinguishing incendiary bombs. Resembling a hand pump for inflating automobile tires, the stirrup pump is fitted with a frame for placing over a water pail and with an adjustable nozzle which permits discharge of either a small stream or a fine spray for magnesium bombs. A continuous stream from this pump is possible if the pail is kept filled. Three men are necessary for continuous use—one to operate the pump, the second to handle the nozzle and the third to keep the pail full.

The news letter suggests that wrecking outfits be fitted with masks of various types to protect employees operating in the vicinity of gases released by a wreck or collision. It also advocates a fire car or fire train for use in handling fire in locations inaccessible to municipal highway fire equipment. Should tank car movements constitute a substantial traffic on a particular railroad, a special car should be provided in the fire train for special foam-ejecting equipment.

The news letter also discusses danger of leakage at points where railroad rights-of-way cross oil or gasoline pipelines. It is pointed out that the high pressure of most pipelines endangers adjacent railroad property should a break occur. In certain soils of an acid nature, leakage from the pipeline may deteriorate steel at a rapid rate, endangering railroad structures and rails. It is suggested that metal in such localities be coated or encased with asphalt. To prevent danger of pipeline breakage from train derailments it is urged that pipelines crossing under railroads be placed at least 6 ft. deep under track level and that to prevent stresses on the main pipeline from trains, a second pipe of greater



Cylinders: { Dia.—27½" ● Driving Wheel Dia.—72" ● Total Weight Engine & Tender 858,700 lbs. ● Tender Loaded—381,700 lbs.
Stroke—30" ●
Boiler Pressure—250 lbs. ● Weight on Drivers—273,000 lbs. ● Tractive Power, Main Cylinders—66,960 lbs.

Lima Power

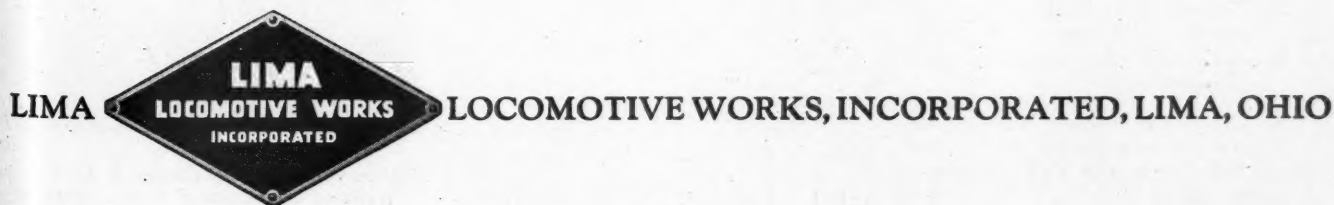
AT WORK

ON THE CHESAPEAKE & OHIO

These five 4-8-4 type locomotives (Class J-3) are being used in main line passenger service between Charlottesville, Va. and Hinton, W. Va., handling such trains as the George Washington, the Streamliner, the F. F. V., etc., over the three ranges of the Alleghenies, with maximum grades of 1.52%. These



locomotives have been so successful in this service that an additional order has been placed for two more 4-8-4 type locomotives (Class J-3A). These locomotives which are now being delivered by the Lima Locomotive Works will be placed in this same service when they are completed.



diameter be placed around the main pipe. The ends of the encasing pipe should be fitted with vertical pipes extending well above the surface through which any leakage will be apparent.

Construction

ATLANTIC COAST LINE.—This company has awarded a contract for track construction at Pembroke, Fla., to the Mammoth Sand Company of that city. Total cost of the construction is estimated at \$89,000.

DELAWARE & HUDSON.—A contract has been awarded the Ross & White Co., Chicago, for the construction of an N. & W. type electric cinder plant, including foundations, at Whitehall, N. Y.

ILLINOIS CENTRAL.—A Red Devil locomotive engine coaler has been purchased from the Ross & White Co., Chicago, for installation at Evansville, Ind.

LONG ISLAND.—This company has awarded a contract for the installation of tracks, contact rail, signals and associated items in connection with the Atlantic avenue improvement from East New York to Dunton, Brooklyn and Queens boroughs, New York, at estimated cost of \$1,400,000, to Tully & DiNapoli, Inc., of Long Island City, N. Y.

NORTHERN PACIFIC.—The highway department of the State of Montana has awarded a contract to Roy L. Bair, Spokane, Wash., for the construction of the Yellowstone Trail overhead highway bridge across Clarks Fork river and over the Northern Pacific tracks at Saint Regis, Mont. The bridge will be of steel and concrete construction, 787 ft. long, with a 26-ft. roadway and with two 2-ft. sidewalks, and will cost approximately \$175,000.

PENNSYLVANIA.—A Red Devil locomotive engine coaler has been purchased from the Ross & White Co., Chicago, for installation at Sodus Point, N. Y.

ST. LOUIS SOUTHWESTERN.—This company has asked the Interstate Commerce Commission for authority to construct an extension of its line from Pine Bluff, Ark., in a northwesterly direction, to the southern boundary of the Pine Bluff Arsenal Reservation where it will connect with track to be constructed as a connection and as a part of the government reservation, 4.4 miles. The company will also operate the track on the reservation which will be 1.5 miles in length.

U. S. WAR DEPARTMENT.—The Himkin-Conkey Construction Company has purchased complete sand-handling equipment for locomotives for the Ordnance department at Ravenna, Ohio.

VIRGINIAN.—This company has awarded a contract for the construction to subgrade of seven miles of its Cub Creek branch in Wyoming County, W. Va., to the Gilbert Construction Co., Beckley, W. Va.

Equipment and Supplies

LOCOMOTIVES

THE SOUTHERN has ordered two Diesel-electric freight locomotives of 5,400 hp. each from the Electro-Motive Corporation.

THE REMINGTON ARMS COMPANY has ordered one 45-ton Diesel-electric switching locomotive from the General Electric Company.

THE UNITED STATES NAVY DEPARTMENT has ordered one Diesel-electric switching locomotive from the H. K. Porter Company. The inquiry for this locomotive, schedule 9415, was reported in the *Railway Age* of November 22.

THE UNITED STATES NAVY DEPARTMENT has ordered two Diesel-electric switching locomotives from the General Electric Company. The inquiries for these locomotives, under schedules 9256 and 9493, were reported in the *Railway Age* issues of November 15 and November 29, respectively.

THE WABASH has ordered one 1,000-hp. Diesel-electric switching locomotive from the Baldwin Locomotive Works. This is in addition to the two 1,000-hp. Diesel-electric locomotives previously reported as ordered from the American Locomotive Company. Receipt of court authorization to buy these three locomotives was reported in the *Railway Age* of December 20.

FREIGHT CARS

B. & O. to Buy 2,000 Freight Cars

The Baltimore & Ohio is reported to have issued inquiries for 2,000 freight cars comprising 1,000 50-ton box cars and 1,000 50-ton hopper cars.

Southern Inquiring for 3,500 Cars

The Southern has invited proposals on a total of 3,500 new freight cars, including 2,500 all-steel hopper cars of 50 tons' capacity and 1,000 all-steel drop-bottom high-side gondola cars of 50 tons' capacity. Bids must be received by the railroad on or before February 10.

A. C. L. Buys 2,000 New Freight Cars

The Atlantic Coast Line has placed orders for a total of 2,000 new freight cars as follows:

1,100—50-ton steel-sheathed auto-box cars—Pullman-Standard Car Manufacturing Company.
400—55-ton twin hopper cars—Bethlehem Steel Company.
300—50-ton, 41½-ft. high-side gondola cars—Bethlehem Steel Company.
100—70-ton, 35-ft. 9-in. covered phosphate cars—Bethlehem Steel Company.
100—50-ton, 53½-ft. S. U. flat cars with wood floors—Greenville Steel Car Company.

An inquiry for this equipment was reported in the *Railway Age* of January 10.

THE UNITED STATES NAVY DEPARTMENT has placed orders for ten 40½-ft. steel-

sheathed box cars of 50 tons' capacity with the General American Transportation Corporation and 15 steel-underframe flat cars of 50 tons' capacity with the American Car & Foundry Co. The inquiry for this equipment, schedule 9470, was reported in the *Railway Age* of November 22.

THE NEW YORK, CHICAGO & ST. LOUIS is inquiring for 25 30-ton all-steel caboose cars.

THE PERE MARQUETTE has issued inquiries for 250 53-ft. 6-in. steel-underframe flat cars of 70 tons' capacity.

THE UNITED STATES NAVY DEPARTMENT has placed orders for a total of 101 40½-ft. steel-sheathed box cars of 50 tons' capacity and 61 40-ft. steel-underframe flat cars of 50 tons' capacity as follows: 61 flat cars and 12 box cars to the Haffner-Thrall Car Company and 91 box cars to the Greenville Steel Car Company. The inquiry for this equipment, under schedule 9344, was reported in the *Railway Age* of November 15, 1941.

THE CHICAGO & NORTH WESTERN has placed orders for a total of 1,750 new freight cars including the following:

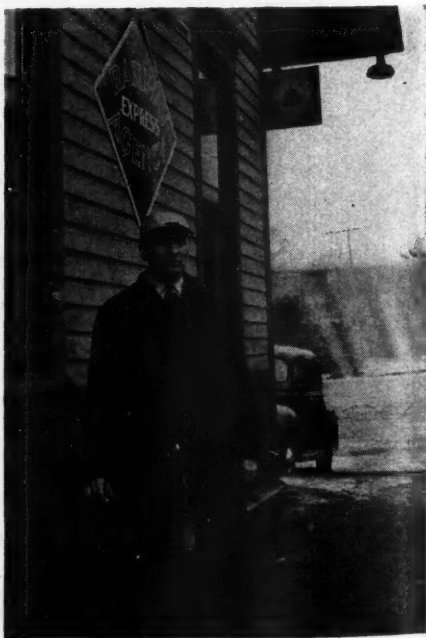
500 70-ton gondola cars—Bethlehem Steel Company
500 70-ton gondola cars—General American Transportation Corporation
500 50-ton 40½-ft. box cars—American Car & Foundry Co.
250 50-ton flat cars—Pullman-Standard Car Manufacturing Company

Inquiry by this railroad for 1,775 cars, including the above, was reported in the *Railway Age* of January 10. The company still has an inquiry pending for 25 50-ton cement cars.

IRON & STEEL

THE CENTRAL OF NEW JERSEY has ordered 5,000 tons of 130-lb. rail from the Bethlehem Steel Company.

* * *



Station Agent Hummel Wears a Ski Cap to Welcome Lackawanna Snow Trains at Cresco, Pa.

Continued on next left-hand page

PASSENGER LOCOMOTIVES

equipped with

THE FRANKLIN SYSTEM of Steam Distribution

...will give sustained power at high speeds
because a higher mean effective pressure
is made available in the cylinders...

The introduction of The Franklin System of Steam Distribution has brought about an entirely new concept of steam locomotive design. Through its application it is possible to obtain productive use from the 33⅓% latent power that has heretofore been locked-up in the boiler because of the limitations of the piston valve and the conventional valve gear.

The question of sustained power at high speeds becomes a question of mean effective pressure in the cylinders.



FRANKLIN RAILWAY SUPPLY COMPANY, INC.

NEW YORK
CHICAGO

In Canada: FRANKLIN RAILWAY SUPPLY COMPANY, LIMITED, MONTREAL

Supply Trade

C. A. Van Derveer, Sr., has been appointed manager of the seating staff of Tropic-Aire, Inc., Chicago.

J. D. McKnight has been named assistant district manager of the Detroit, Mich., office of the **Allegheny Ludlum Steel Corporation**. Mr. McKnight joined the Detroit staff of Allegheny Ludlum in 1936.

J. K. Lansdowne, vice-president and sales manager of the **Weir Kilby Corporation**, Cincinnati, Ohio, has retired after more than 30 years service and **R. F. Gordon**, assistant sales manager, has been promoted to sales manager.

O. De G. Vanderbilt, III, who for the last five years has been employed in various capacities in the shop, engineering and sales departments, has been elected assistant to the president. Since his appointment, he has been granted a leave of absence to serve in the army as a reserve officer. **Weir Goodman**, who has been in charge of personnel, has been elected secretary. Mr. Goodman has been given a leave of absence to serve in the United States Coast Guard.

J. G. Green has been made assistant general manager of the Storage Battery division of the **Philco Corporation**. He will begin work with Philco on February 1. Following his graduation from Pennsylvania State College, where he specialized in electrical engineering, Mr. Green was connected with the Westinghouse Electric & Manufacturing Co. for eleven years, serving first with the railway equipment engineering department and, later, as manager of industrial sales in the Pittsburgh,



J. G. Green

Pa., office, which included parts of Pennsylvania, Ohio, and West Virginia. In 1935 he established the J. G. Green Company in Pittsburgh, Pa., to provide engineering services and to act as manufacturers' agents. Since January, 1940, he has been assistant sales manager of the Louis Allis Company in Milwaukee, Wis., manufacturers of electric motors.

OBITUARY

George H. Goodell, railway equipment manufacturers' agent, died December 27, 1941, in St. Paul, Minn. He was 71 years of age. Mr. Goodell, a graduate of the Massachusetts Institute of Technology, began his business career in 1893 as a special apprentice in the Grant Locomotive Works at Chicago and continued in that capacity in 1893 and 1894 with the Baldwin Locomotive Works at Philadelphia, Pa. From 1894 to 1899 he served first as engineer of tests and then as mechanical engineer with



George H. Goodell

the Erie at Susquehanna, Pa., and from 1899 to 1901 as mechanical engineer with the Northern Pacific at St. Paul, Minn. In 1901 and 1902 he was assistant chief engineer and chief engineer, respectively, with the Pressed Steel Car Company, Pittsburgh, Pa., and in 1902 and 1903 assistant to the president and chief engineer of the Standard Steel Car Company, Pittsburgh, Pa. From 1903 to 1928 he was a partner in the firm of Rank & Goodell in St. Paul, Minn., and from 1928 to 1937 senior partner of Goodell & Hoppe in that city. Since May, 1937, he had been active as a railway equipment manufacturers' agent in St. Paul.

Thomas J. Connor, vice-president of the Caterpillar Tractor Company, Peoria, Ill., died in that city on January 23 of a heart ailment.

Floyd K. Mays, vice-president of the Peerless Equipment Company, Chicago, died in that city on January 23. He was born in Richmond, Va., in December, 1886, and entered railway service with the Atlanta, Birmingham & Atlantic (now the A. B. & C.). In 1913 he was promoted to treasurer and purchasing agent at Atlanta, Ga., and in 1916 he was also appointed secretary. In 1918 he was made assistant to the federal manager and purchasing agent, and in 1920 he resigned to enter the employ of the Bradford Draft Gear Company. He remained with this company until July, 1932, when he was elected president of the newly formed Peerless Equipment Company, New York. When this company was purchased by Poor & Co. in 1936, he was elected vice-president at Chicago, which position he held until his death.

Financial

ATCHISON, TOPEKA & SANTA FE.—Abandonment by the Oil Fields & Santa Fe.—The Oil Fields & Santa Fe and the Atchison, Topeka & Santa Fe, respectively, have been authorized by Division 4 of the Interstate Commerce Commission to abandon a line and the operation thereof extending northerly from Frey, Okla., to the end of the line at Oilton, 4.2 miles. Previously, on May 26, 1941, Division 4 had authorized the abandonment of the line, but due to protests from various interests, the case was reopened, and the present decision is the result of a further hearing.

ATLANTIC & NORTH CAROLINA.—Notes.—Division 4 of the Interstate Commerce Commission has modified its report and order of June 27, 1941, so as to authorize this company to issue \$170,000 of the 10-year, three per cent promissory notes, and \$30,000 of the 10-year, two per cent promissory notes, \$170,000 of the proceeds to be advanced to the Atlantic & East Carolina and applied by it to the rehabilitation of the A. & N. C.'s property, and \$30,000 to be applied to the purchase by the A. & N. C. of a spur track from the Cherry Point.

Originally, this company had been authorized to issue \$200,000 of 10-year, three per cent notes, the proceeds to be advanced to the A. & E. C. and applied by it to the rehabilitation of the A. & N. C.'s properties, consisting of the installation of cross ties.

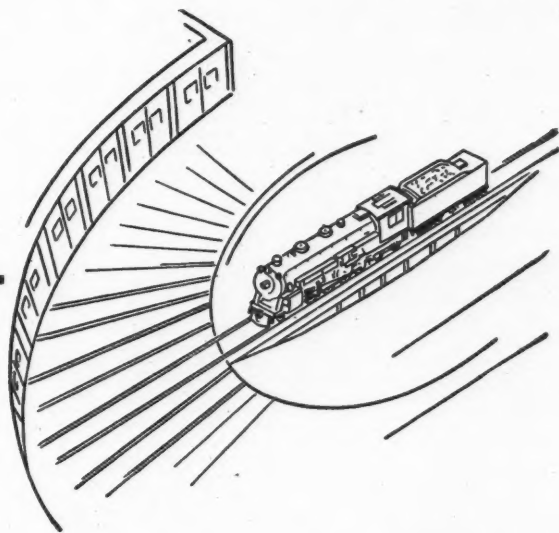
BOSTON & MAINE.—Substitution of Collateral.—This company has asked the Interstate Commerce Commission to approve a release by the Reconstruction Finance Corporation of \$221,000 of St. Johnsbury & Lake Champlain first mortgage five per cent bonds, due March 1, 1944, and \$86,000 of Concord & Claremont, N. H., first mortgage five per cent bonds, due January 1, 1944, which are held as collateral for an RFC loan. At the same time the B. & M. seeks authority to deposit with the RFC in lieu of the bonds to be withdrawn \$257,000 of Newport & Richford first mortgage sinking fund four per cent bonds, maturing January 1, 1966, together with a cash payment of \$31,580. The reason given for the withdrawal of the collateral is that the bonds will mature in 1944, and the company is now preparing to take up these bonds so that it will not have to consider them when the issues are refunded.

CHESAPEAKE & OHIO.—Equipment Trust Certificates.—This road awarded a \$5,150,000 issue of equipment trust certificates to Halsey, Stuart & Co. and associates, on January 28, on a bid of 99.222 for 100, representing an interest cost to the carrier of 1.90. The certificates were re-offered publicly at prices to yield 0.65 to 2.15 per cent, according to maturity.

CHESAPEAKE & OHIO.—Equipment Trust Certificates.—This company has asked the Interstate Commerce Commission for authority to assume liability for \$5,150,000

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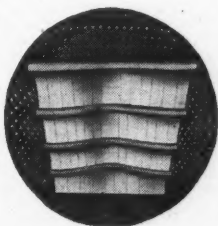
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Specialists***

of equipment trust certificates, bearing interest at not more than 2½ per cent and maturing in 10 equal annual installments of \$515,000 on February 15 in each of the years from 1943 to 1952, inclusive. The proceeds will be used as part of the purchase price of new equipment costing a total of \$6,544,784, and consisting of 10 class H-8-A, type 2-6-6-6 freight locomotives with 25,000 gallon tenders; 15 class C-16-A, type 0-8-0 switching locomotives with 8,000 gallon tenders, and 1,000 50-ton, all-steel hopper cars.

CHICAGO, BURLINGTON & QUINCY.—Abandonment.—This company has been granted permission by Division 4 of the Interstate Commerce Commission to abandon a portion of a branch line extending from Baiotto-Mine Spur, Mo., to South Gifford, 7-1 miles.

CHICAGO & NORTH WESTERN.—Abandonment.—Acting on petitions filed by the State of Nebraska and the Nebraska State Railway Commission and others, Division 4 of the Interstate Commerce Commission has postponed from December 20, 1941, to February 10, 1942, the effective date of its certificate in Finance Docket No. 13172, wherein it authorized this company to abandon a branch line extending from Linwood, Nebr., to Hastings, 102.6 miles.

COLLINS & GLENVILLE.—Abandonment.—Division 4 of the Interstate Commerce Commission has dismissed for want of prosecution the application of this company in Finance Docket No. 12355 wherein it sought authority to abandon its line extending from Reidsville, Ga., to Glenville.

ERIE.—Dividend Payment.—Directors of this road declared a dividend of \$5 on preferred A stock on January 23. This is the second dividend on this stock since the road completed its reorganization, the first dividend on the 5 per cent preferred stock having been declared on December 29, 1941, payable December 30. This second dividend, which will be met out of 1941 earnings, will be paid quarterly through the current year.

FORT DODGE, DES MOINES & SOUTHERN.—Acceptance of Reorganization Plan.—Division 4 of the Interstate Commerce Commission has certified to the United States District Court for the southern district of Iowa, central division, that more than the requisite two-thirds of the creditors of this company have voted to accept the commission's final plan of reorganization for this company under section 77 of the Bankruptcy Act.

LEHIGH VALLEY.—Abandonment by the Loyalsock.—The Loyalsock and the Lehigh Valley, respectively, would be denied authority to abandon a line extending southwesterly from Noxen, Pa., to Splash Dam, 9.7 miles, if Division 4 of the Interstate Commerce Commission adopts a recommended report of its Examiner J. S. Prichard. The examiner found that the investment of some \$125,000 in an ice plant at Splash Dam, Pa., would be destroyed if the line is abandoned.

LIVE OAK, PERRY & GULF.—Abandonment.—This company has been granted

authority by Division 4 of the Interstate Commerce Commission to abandon a part of its line extending from Perry, Fla., to the end of the track at Scanlon, 18 miles.

MISSOURI PACIFIC.—New Reorganization Plan.—In a letter to 50,000 Missouri Pacific bondholders dated January 28, Robert R. Young, chairman of Alleghany Corporation, outlined a new reorganization plan for the road, alternative to the so-called "Stedman plan"; claimed that holders in five major bond issues were voting four-to-one against the Stedman plan in the debtor company's postcard survey; and warned life insurance companies who support the Stedman plan against setting "a precedent which will eventually impair every railroad bond the insurance companies own." Alleghany Corporation is the owner of \$11,152,000 face amount of Missouri Pacific convertible bonds, and holds a controlling interest in the stock of the debtor company. The letter went on to say:

A \$7,000,000 increase in earnings available for interest—based on 1941 earnings—is claimed for the alternative reorganization plan for the M. P. outlined in Alleghany's letter. This increase results from a higher proportion of income bonds and the elimination of the \$115,000,000 face amount of preferred stock proposed in the pending Stedman plan. Earnings available for interest and dividends under the new plan in 1941 would have amounted to \$48.47 as against \$36.05 under the Stedman plan, Alleghany's letter stated.

Referring to the debtor company's postcard survey of bondholders' sentiment on the Stedman plan, Alleghany's letter listed the following ratios of rejections to acceptances in five issues:

Missouri Pacific General 4's	97.2
Missouri Pacific Convertible 5½'s	96.8
Missouri Pacific Serial 4½'s	94.6
Missouri Pacific First & Refunding 5's	81.5
International Great Northern Adjustment	88.7

Asserting that in 1941 the Missouri Pacific earned, before federal taxes, \$7,000,000 more than the "average" of \$22,000,000 accepted by the I. C. C. in 1937, Mr. Young declared that it might now be proper to allow for the possibility of "a great and unforeseen improvement in the future outlook for railroad transportation." Declaring that over the last two decades the automotive industry—chief competitor of the railroads—has been the object of "direct government subsidy . . . and of an indirect subsidy through the uncontrolled and wasteful depletion of the nation's irreplaceable reserves of oil in unnecessarily high-powered motors," he said that under a military economy, the automotive industry "is destined to play a much smaller part in the nation's economy because of other uses for steel, oil and rubber. This can only mean an improvement in the competitive position of the railroads, which we now realize are one of the industries most vital to our national defense. For the first time, the railroad industry is able to meet its chief competitor on an equal footing."

In a letter to the presidents and directors of all life insurance companies which "Mr. Stedman has involved" in his reorganization plan, Mr. Young—charging them of support of an "obsolete" plan—claimed that "protection of investment values is obviously more to the interest of investors than is the insurance company control of railroad managements through ownership of stocks which Mr. Stedman prefers."

Under the alternative plan suggested by Alleghany, holders of M. P. first and refunding bonds would receive for each \$1,000 bond a \$1,000 bond entitled to 1¼ per cent fixed interest and 2¼ per cent contingent interest; \$161 face value in a 4 per cent contingent interest bond; 1.6 shares of common stock; and a cash payment of \$7. This compares with the Stedman plan's \$300 face value in a 4 per cent fixed interest bond; \$350 face value in a 4½ per cent contingent interest bond; four shares of 5 per cent preferred stock; 2.98 shares of common; and a cash payment of \$7. Fixed interest requirements and the number of shares of common stock would be substantially the same under both plans; contingent interest requirements under the suggested alternative plan would amount to \$12,800,000 as against \$5,300,000 under the Stedman plan; but the alternative plan would contain no preferred stock.

In support of the tax saving of \$7,000,000 claimed for the alternative plan, Alleghany's letter declared: "Missouri Pacific is willing to meet its full share of the tax burden, but we do not believe that any government agency or judicial body would ask the M. P. to impose unnecessarily upon itself taxes which un-reorganized and other more fortunate railroads escape, thus lessening

your road's ability to compete, to serve the public, and to meet defense requirements."

"The Stedman plan was adopted by the committee in 1937, when the normal tax stood at 15 per cent and there was no excess profits tax. In 1941 the plan emerged from the courts for presentation to the bondholders when the normal tax and surtax had climbed to 31 per cent and the new excess profits tax, which did not become effective until 1940, had reached a maximum of 60 per cent. Because it was formulated in 1937, the Stedman plan obviously could not take into account any of these great and fundamental changes, with the result that today it stands as a pessimist's plan with respect to earnings and a prodigal's plan with respect to taxes."

NEW YORK, NEW HAVEN & HARTFORD.—Equipment Trust Certificates.—This company has been authorized by Division 4 of the Interstate Commerce Commission to assume liability for \$2,940,000 of 2½ per cent equipment trust certificates, maturing in 10 equal annual installments of \$294,000 on February 1 in each of the years from 1943 to 1952, inclusive. The issue has been sold at 100.164 to Halsey, Stuart & Co., Inc., and associates, making the average annual cost to the company approximately 2.47 per cent.

Reorganization.—Division 4 of the commission has reopened this company's reorganization proceeding and assigned it for public hearing before Commissioner Mahaffie and Examiner Wilkinson at the Hotel St. George in Brooklyn, N. Y., on February 17. The action was taken after the commission's plan of reorganization for the road had been rejected by the United States District Court for Connecticut in mid-December.

The commission's notice states that the case is reopened with leave to the parties to present such evidence as may be relevant and material in the light of the court's decision, or otherwise to supplement the record before the commission, to the end that it may promptly consider and report a plan of reorganization for the road.

NORFOLK SOUTHERN.—New Securities.—C. M. Shanks, reorganization manager of this road, announced on January 22 that the reorganization plan dated June 15, 1940, as amended, had been consummated and that new securities were available for distribution. Old securities or certificates of deposit therefor should be surrendered to respective depositaries, accompanied by signed letters of transmittal. As announced elsewhere, the new Norfolk Southern railway company has assumed properties of the former Norfolk Southern railroad company as of January 1.

NORFOLK & WESTERN.—Abandonment.—This company has been authorized by Division 4 of the Interstate Commerce Commission to abandon its Reed Island branch extending in a southerly direction from a connection with its North Carolina extension at Allisonia, Va., to the end of the track at Betty Baker Mines, 12.3 miles.

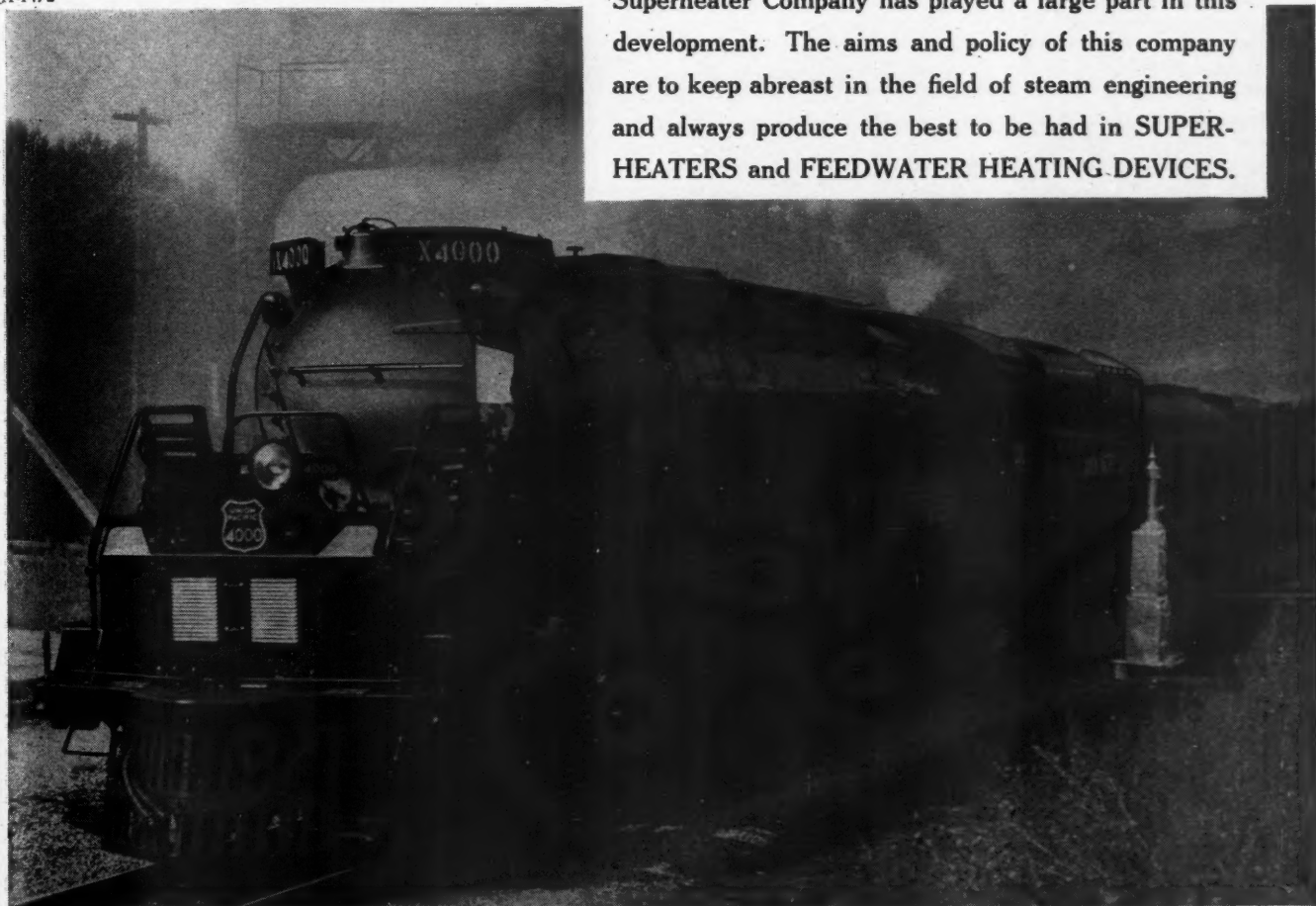
SIBLEY, LAKE BISTENEAU & SOUTHERN.—Abandonment.—This company has asked the Interstate Commerce Commission for authority to abandon its line extending from Sibley, La., to Halls Summit, 27.5 miles of main line, four miles of side tracks, and 0.7 mile of spur track.

ST. LOUIS-SAN FRANCISCO.—Abandonment.—This company has asked the Interstate Commerce Commission for authority

A NEW PEAK



A-1472



According to statistics issued by "Railroad Data", December 1941, there was an appreciable improvement in coal consumption per 1,000 G. T. M. during the past 20 years. In 1921 it was 162 lb. of coal or equivalent, and in 1941 this figure was reduced to 112 lb. This reduction of 50 lb. or 30.8% is chargeable to many factors—improved operating conditions, heavier trains, faster schedules, and—the steam locomotive. That factor in railroad operation has advanced at such a rate as to set the pace in present day efficient operation.

The modern steam locomotive is an example of coordinated factors that have greatly increased power output and provided the capacity to sustain the increased power output at higher speeds. The Superheater Company has played a large part in this development. The aims and policy of this company are to keep abreast in the field of steam engineering and always produce the best to be had in SUPER-HEATERS and FEEDWATER HEATING DEVICES.

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to abandon a branch line extending from McNair, Ark., westerly to Dills, 91.2 miles. The abandonment of the line is necessitated by the construction of the Fort Gibson dam and reservoir which will inundate a part of the line. The petition also points out that the line has been operating at a deficit for some years.

SOUTHERN PACIFIC.—Abandonment by the El Paso & Southwestern.—The El Paso & Southwestern and the Southern Pacific, respectively, have been authorized by Division 4 of the Interstate Commerce Commission to abandon a portion of the so-called Valedon branch and the operation thereof, extending from Lawrence, N. Mex., southerly and westerly to the end of the line at Valedon, 0.4 mile.

SUSQUEHANNA & NEW YORK.—Abandonment.—This company has been granted permission by Division 4 of the Interstate Commerce Commission to (1) abandon its entire line of railroad extending from Towanda, Pa., to Marsh Hill Junction, 42.2 miles, together with a branch from Marsh Hill, Pa., to Miners Run Mine, 4.3 miles, and terminal facilities at Williamsport, Pa.; and (2) abandon its operation, under track-age rights, over a line of the Pennsylvania between Marsh Hill Junction, Pa., and West Williamsport, 21.3 miles.

The authority for the abandonment of the line is granted on the condition that the company will sell to any person or railroad company proposing, within 40 days from the date of the commission's order, to acquire for continued operation in interstate or foreign commerce, that portion of the line between Towanda, Pa., and Monroeton, over which the Lehigh Valley now operates, at its fair net salvage value.

WABASH.—Abandonment.—This company has been authorized by Division 4 of the Interstate Commerce Commission to abandon a branch line extending from Salisbury, Mo., to Glasgow, 15.4 miles. On March 18, 1940, Division 4 denied the company the right to abandon this line, but the order was without prejudice to the right of the company to renew the application after the expiration of one year from the date of the order if it could be shown that operations could be conducted only at a loss. On April 28, 1941, the road reapplied, and Division 4 has now seen fit to grant the authority asked for.

WATERLOO, CEDAR FALLS & NORTHERN.—Reorganization Manager.—Russell Van Horn has asked the Interstate Commerce Commission for authority to act as the reorganization manager of this company to carry out its plan of reorganization under section 77 of the Bankruptcy Act.

Dividends Declared

Erie.—\$5.00 Preferred A, \$1.25, payable March 1 to holders of record February 18; \$5.00 Preferred A, \$1.25, payable June 1 to holders of record May 21; \$5.00 Preferred A, \$1.25, payable September 1 to holders of record August 21; \$5.00 Preferred A, \$1.25, payable December 1 to holders of record November 20.

Average Prices of Stocks and Bonds

	Jan. 27	Last week	Last year
Average price of 20 representative railway stocks..	29.51	29.53	30.77
Average price of 20 representative railway bonds..	66.41	66.08	64.39

Railway Officers

Officers for the New Norfolk Southern

The board of directors of the new Norfolk Southern railway company, which has taken over the properties of the former Norfolk Southern railroad company, elected the following officers at a meeting held in New York on January 21: L. H. Windholz, co-receiver of the former company, becomes chairman of the board; J. F. Dalton, chief traffic officer, becomes vice-president (traffic); J. R. Pritchard, insurance and tax agent, becomes secretary; Walter W. Beachboard becomes assistant secretary; J. F. George remains treasurer; A. D. Greene becomes assistant treasurer and G. C. Reveille, chief accounting officer, becomes general auditor, all with headquarters at Norfolk, Va.

EXECUTIVES

John G. Brennan has been appointed assistant to vice-president of the New York Central system, with headquarters at Washington, D. C., and will be assigned to special duties.

J. A. Clancey, general manager of the Grand Trunk Western, with headquarters at Detroit, Mich., has been elected also president of the Detroit Terminal, succeeding **J. L. McKee**, assistant vice-president and general manager of the New York Central at Detroit, who in turn has been elected vice-president of the Detroit Terminal, replacing Mr. Clancey.

Donald J. Russell, recently appointed a vice-president of the Southern Pacific, with headquarters at San Francisco, Cal., has also been appointed president and a director of the Northwestern Pacific, the Petaluma & Santa Rosa and the San Diego & Arizona Eastern (all subsidiaries of the Southern Pacific). Mr. Russell has also been elected a director and a member of the executive committee of the Southern Pacific Railroad Company of Mexico.

FINANCIAL, LEGAL AND ACCOUNTING

O. G. Edwards, tax commissioner of the Chicago, Milwaukee, St. Paul & Pacific with headquarters at Chicago has been promoted to assistant general solicitor in charge of tax matters with the same headquarters and has been succeeded by **Floyd Williams**, assistant to tax commissioner at Seattle, Wash., who in turn has been succeeded by **James R. Cumming**, representative of the tax department at Seattle.

A. P. Warren, revenue accountant-claims agent of the Central Vermont, with headquarters at St. Albans, Vt., has been promoted to claims agent, with jurisdiction over all claims, loss and damage and per-

sonal injury. **P. L. Culver**, supervisor of freight accounts, has been appointed revenue accountant. **Leon G. Gennett**, supervisor of claims, has been appointed supervisor of freight accounts, succeeding Mr. Culver.

OPERATING

A. M. Ball, assistant superintendent of transportation of the St. Louis-San Francisco, has been promoted, effective February 1, to superintendent of transportation, with headquarters as before at Springfield, Mo., succeeding **D. H. Doggrell**, who has been advanced to special representative to the general manager, with the same headquarters. **V. B. Gleaves**, assistant division superintendent at Tulsa, Okla., has been appointed assistant superintendent of transportation at Springfield, relieving Mr. Ball.

E. E. Wright, superintendent of the Detroit division of the New York Central (Michigan Central), with headquarters at Detroit, Mich., has been promoted to assistant general manager, with the same headquarters, succeeding **H. L. Margetts**, who has been appointed assistant to the assistant vice-president and general manager at Detroit. **L. J. Robbins**, assistant superintendent at Detroit, has been advanced to superintendent of the Detroit division, relieving Mr. Wright and **A. W. Laskoske** has been appointed assistant superintendent at Detroit, replacing Mr. Robbins.

L. E. Thornton, trainmaster on the Alton at Bloomington, Ill., has been promoted to superintendent of the Baltimore & Ohio Chicago Terminal, with headquarters at Chicago, succeeding **Fred S. DeVeney**, who has retired. Mr. DeVeney was born at Bourbon, Ind., on October 7, 1875, and, after attending college, entered railway service in September, 1894, as a car inspector on the Baltimore & Ohio. A year later he became a locomotive fireman and in 1901 he was promoted to locomotive engineer. In 1908 he was advanced to road foreman of engines and in May, 1920, he was promoted to trainmaster of the B. & O. C. T. Mr. DeVeney was promoted to superintendent on May 1, 1921, which position he held until his retirement.

A. C. Ogg, assistant superintendent on the Texas & Pacific at Big Spring, Tex., has been transferred to Ft. Worth, Tex., and assigned the Ft. Worth subdivision and Baird yard. **T. E. Griswold**, assistant superintendent at Marshall, Tex., has been transferred to Ft. Worth and assigned the Dallas, Mineola, Whitesboro, Bonham, Texarkana and Shreveport subdivisions. **G. R. French**, assistant superintendent at Big Spring, remains at that point, and has been assigned the Baird, Big Spring and Toyah subdivisions. **J. G. Tucker**, general agent at Big Spring, has been appointed trainmaster at Toyah, Tex. **D. Flanigan**, trainmaster at Ft. Worth, has been transferred to Mineola, Tex., and **J. P. Kelley**, trainmaster at Alexandria, La., has been transferred to Texarkana,

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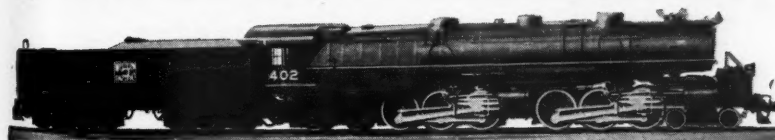
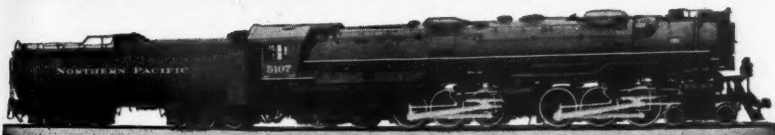


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Union Pacific.....	15—1936
Northern Pacific.....	12—1936
Northern Pacific.....	9—1937
Spokane, Portland and Seattle.....	6—1937
Union Pacific.....	25—1937
Western Pacific.....	7—1938
Delaware and Hudson.....	20—1940
Northern Pacific.....	6—1941

Union Pacific.....	20—on order
Delaware and Hudson.....	15—on order
Clinchfield.....	8—on order

AMERICAN LOCOMOTIVE COMPANY

30 CHURCH STREET

NEW YORK, N. Y.

Tex. **R. E. Byars** has been appointed trainmaster at Marshall, Tex.

C. D. Haupt, assistant trainmaster on the Philadelphia Terminal division of the Pennsylvania, has been promoted to trainmaster on the St. Louis division, succeeding **J. H. Ball**, who has been transferred to the Columbus division, relieving **Marion Streett**. Mr. Streett has been appointed freight trainmaster on the Maryland division, replacing **F. B. Kraus**, who has been appointed supervisor-exports, with headquarters at Baltimore, Md. **L. M. Wolcott**, trainmaster-division operator on the Cleveland division, has been appointed passenger trainmaster-division operator on the Eastern division, succeeding **C. E. Alexander**, whose promotion to superintendent of the Monongahela division was reported in the *Railway Age* of January 24. **Charles Neff**, assistant trainmaster on the Pittsburgh division, has been promoted to trainmaster-division operator on the Cleveland division, relieving Mr. Wolcott.

Frank R. Hoon, whose appointment as superintendent stations and transfers of the Central region of the Pennsylvania at



Frank R. Hoon

Pittsburgh, Pa., was reported in the *Railway Age* of January 10, was born at East Brady, Pa., on May 18, 1894. Mr. Hoon entered the service of the Pennsylvania as a clerk and baggageman at East Brady on September 22, 1913, and served as clerk at East Brady and Ford City, Pa., for the next five years. He became chief clerk at Ford City in 1918 and served in that capacity until 1928, when he became agent and yardmaster. In 1931 Mr. Hoon was appointed livestock agent at Pittsburgh and two years later he was promoted to freight agent at Canton, Ohio. In 1936 he was appointed supervising agent of the Eastern division and was promoted to freight agent at Cleveland on July 1, 1940, which position he held until his recent promotion.

C. E. Alexander, whose promotion to superintendent of the Monongahela division of the Pennsylvania at Pittsburgh, Pa., was reported in the *Railway Age* of January 24, was born at Wayne, Pa., on October 14, 1901. He attended the University of Pennsylvania and entered railroad service as a transportation apprentice with the

Pennsylvania on December 1, 1922. He was appointed inspector in 1925 and later that same year he became assistant yardmaster on the New York division. In 1929 he went with the Long Island and in 1931 he became assistant passenger trainmaster for that road. In 1936 Mr. Alex-



C. E. Alexander

ander became trainmaster on the Pennsylvania-Reading Seashore Lines. He became passenger trainmaster-division operator of the Eastern division of the Pennsylvania at Pittsburgh on September 1, 1939, which position he held until his recent promotion.

John D. Morris, whose promotion to superintendent of the Wilkes-Barre division of the Pennsylvania was reported in the *Railway Age* of January 24, was born at Sykesville, Md., on December 7, 1905. He was graduated from the College of Engineering of the University of Maryland in 1926 and entered the service of the Pennsylvania shortly thereafter as a rodman on the Pittsburgh division. The following year he became assistant track supervisor, in which capacity he served successively at Hollidaysburg, Pa., Jersey City, N. J., Downingtown, Pa., and Tyrone. Mr. Morris was advanced to supervisor on April 10, 1929, serving at Harrington, Del., Lock Haven, Pa., Tyrone, Newport



John D. Morris

and Philadelphia, successively, until February 21, 1938, when he was promoted to division engineer of the Monongahela divi-

sion at Pittsburgh. On November 1, 1938, he was transferred to the Renovo division and on April 1, 1939, he became division engineer of the Philadelphia Terminal division, which position he held until his recent promotion.

T. S. Sullivan, whose promotion to superintendent of transportation of the Saskatchewan district of the Canadian National, with headquarters at Saskatoon, Sask., was reported in the *Railway Age* of January 24, was born at Osgood, Iowa, on December 30, 1890, and entered railway service on April 15, 1907, as an assistant agent on the Great Northern at Springbrook, N. D. He later served as a telegraph operator and train dispatcher on the Great Northern and as a train dispatcher on the Canadian Northern (now part of the Canadian National), the Minneapolis, St. Paul & Sault Ste. Marie and the Chicago Great Western. In August, 1917, he was promoted to chief dispatcher on the C. G. W. at St. Paul, Minn., and in September, 1920, he went with the Canadian National as train dispatcher at Melville, Sask. In June, 1921, he was advanced to



T. S. Sullivan

chief dispatcher at Edmonton, Alta., later being transferred to Biggar, Sask., and Port Arthur, Ont. On July 17, 1940, Mr. Sullivan was advanced to assistant superintendent at Port Arthur, which position he held until his recent promotion.

TRAFFIC

H. G. Wyman, acting superintendent of the dining car and hotel department of the Western Pacific, has been promoted to superintendent of that department, with headquarters as before at Oakland, Cal.

Arthur M. Nolan, traveling passenger agent for the Canadian National and Grand Trunk Western at Chicago, has been promoted to general western passenger agent, with the same headquarters, succeeding **A. H. Davis**, who has retired.

W. E. Wright, traveling freight and passenger agent on the Texas & Pacific at El Paso, Tex., has been promoted to general agent at Big Spring, Tex., succeeding **J. G. Tucker**, whose appointment as

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trainmaster at Toyah, Tex., is reported elsewhere in these columns.

W. D. Burch, general agent for the Kansas City Southern and the Louisiana & Arkansas at Washington, D. C., has been promoted to assistant executive general agent at New Orleans, La., and **E. J. Glaeser**, district traffic manager at Kansas City, Mo., has been transferred to Washington, with the same title.

William G. Manders, whose retirement as freight traffic manager of the Western region of the Canadian National, with headquarters at Winnipeg, Man., was reported in the *Railway Age* of January 24, was born at Owen Sound, Ont., on July 24, 1876, and attended the Collegiate Institute. He entered railway service in 1895 with the Canadian Pacific and in 1901 he went with the Canadian Northern (now part of the Canadian National). In 1919 he was promoted to assistant freight traffic manager at Winnipeg and in 1923 he was advanced to freight traffic manager of the Western region, with the same headquarters.

James E. Payne, whose promotion to freight traffic manager in charge of solicitation of the St. Louis-San Francisco, with headquarters at St. Louis, Mo., was reported in the *Railway Age* of January 17, was born at St. Louis on March 6, 1900, and entered railway service on December 1, 1917, in the general offices of the Frisco at St. Louis. He served in the accounting department for six years and was then transferred to the traffic department. On May 5, 1925, he was appointed city passenger agent at St. Louis and three years later he was transferred to Tulsa, Okla., where he served successively as passenger agent and assistant general passenger agent until February 1, 1933, when he was pro-



James E. Payne

moted to traffic manager. Mr. Payne was advanced to assistant to the general traffic manager, with headquarters at St. Louis, on July 1, 1940, and on October 1, 1940, he was further advanced to assistant freight traffic manager, which position he held until his recent promotion, effective January 1. Mr. Payne is a past president of the Traffic Club of Tulsa.

ENGINEERING & SIGNALING

M. A. Berringer, supervisor of bridges and buildings on the Illinois Central at Vicksburg, Miss., has been promoted to bridge inspector, Northern lines, with headquarters at Chicago, succeeding **E. H. Tustin**, who has retired.

Jesse P. Walton, whose promotion to engineer of bridges and buildings of the



Jesse P. Walton

Western region of the Pennsylvania, with headquarters at Chicago, was reported in the *Railway Age* of January 3, was born at Ercildown, Pa., on October 17, 1887, and graduated from the University of Pennsylvania in 1910. He entered railway service in September, 1911, as a draftsman in the office of the engineer of bridges of the Pennsylvania at Pittsburgh, Pa., and in July, 1917, he was promoted to chief clerk. Mr. Walton was advanced to engineer in May, 1919, and on July 1, 1925, he was promoted to assistant engineer of bridges at Pittsburgh. On May 16, 1932, he was appointed office engineer in the office of the chief engineer, Central region, and on September 1, 1937, he was appointed assistant engineer of bridges and buildings of the Central region, which position he held until his recent promotion.

MECHANICAL

E. Pool, returning to duty following a period of illness, has been appointed master mechanic for the Erie at Hornell, N. Y., succeeding **E. Branning**, who has been assigned to other duties.

T. M. Conniff, general foreman in the motive power department of the Delaware, Lackawanna & Western at Scranton, Pa., has been promoted to master mechanic at East Buffalo, N. Y., succeeding **M. A. Quinn**, resigned. **William C. Sturm** has been promoted to road foreman of engines at East Buffalo, succeeding **F. J. Macofee**, who has been transferred to Scranton, Pa., to succeed **B. H. Davis**, who has retired on pension.

SPECIAL

C. H. Dickens, operating manager of the R. A. F. Ferry Command, has been appointed assistant to vice-president of

finance of the Canadian Pacific in charge of the company's air activities.

OBITUARY

Clarence C. Howard, passenger traffic manager of the Erie, with headquarters at Cleveland, Ohio, died on January 14 at the age of 64.

Henry Wolf Bikle, vice-president—law of the Pennsylvania at Philadelphia, Pa., died on January 26 at his home in Stratford, a suburb of Philadelphia, at the age of 64. A photograph of Mr. Bikle and a biographical sketch of his railway career were published in the *Railway Age* of January 10 in connection with his appointment as vice-president—law, effective December 17, 1941.

Gilbert R. Kent, general real estate agent of the New York, New Haven & Hartford at New Haven, Conn., died on January 23 at his home in Guilford, Conn., of a heart attack, at the age of 62. Mr. Kent was born at Boston, Mass., on February 10, 1879, and attended Harvard University. He entered railroad service in 1905 as assistant engineer in the real estate department of the New York, New Haven & Hartford. In 1910 he was appointed assistant real estate engineer and from 1912 to 1925 he was real estate engineer. Mr. Kent served as assistant commissioner of real estate from 1925 to 1927 and became general real estate agent in 1928.

Henry R. Holmgren, comptroller of the Pullman Company, with headquarters at Chicago, died suddenly in that city from a stroke suffered on January 24. Mr. Holmgren was born at Chicago on October 29, 1877, and first entered the service of the Pullman Company on July 12, 1890, as an office boy in the earnings department. After holding various clerical posi-



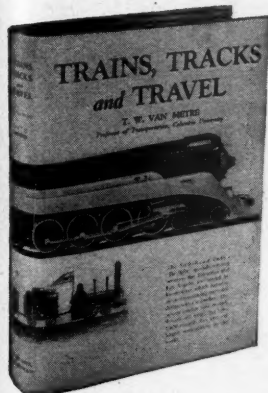
Henry R. Holmgren

tions, he was transferred to the general auditor's office on October 16, 1905, where he was advanced to chief clerk on January 1, 1913. Four years later he was appointed auditor of disbursements and in 1921 he was further advanced to assistant general auditor. In 1929 Mr. Holmgren became general auditor, and on November 1, 1936, he was promoted to comptroller.

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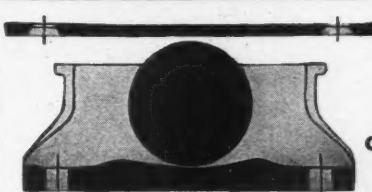
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